

BUS & COACH BUYER

22 SEPTEMBER 2000 | ISSUE 579

SCANIA



94 BOVA FUTURA INTEGRAL

ZF 6 speed, 53R+C seats, radio/PA/cassette, lapbelts

87 DAF CAETANO ALGARVE

6 speed manual, 53R+C seats, radio/cassette

91 DAF MB230 VAN HOOL ALIZEE H

ZF 6 speed, 49/51+C seats, retarder, radio/PA/cassette, centre toilet, continental door

97 DENNIS JAVELIN PLAXTON PREMIERE

ZF 6 speed, 53R+C seats, radio/PA/cassette, continental door, air conditioning, lapbelts

88 SCANIA K112CRB PLAXTON 3500

GS771, retarder, 49R+C seats, drivers bunk, drinks machine, continental door, centre sunken toilet, lapbelts

91 SCANIA K93 VAN HOOL ALIZEE

5 speed splitter, 49R+C seats, retarder, centre sunken toilet, continental door, radio/PA/cassette

93 SCANIA K93 BERKHOF 1000

GS772, 50R+C seats, radio/PA/cassette, drinks machine, refrigerator, lapbelts, rear saloon toilets

95 SCANIA K113TRB IRIZAR CENTURY

GR801C/S, 51R+C seats, air conditioning, radio/PA/cassette, video/monitor, drivers bunk, drinks machine, continental door, centre sunken toilet, refrigerator, lapbelts

97 SCANIA K113CRB VAN HOOL

GR801C/S, 49/53R+C seats, radio/PA/cassette, centre sunken toilet, continental door, refrigerator, drinks machine, lapbelts, Hispacold air conditioning

93 VOLVO B10M PLAXTON

ZF 6 speed, 49R seats, radio/PA/cassette, rear toilet, lapbelts

SCANIA BUS AND COACH UK LTD

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Volvo launches the B12M

Solar Scania goes into production





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toilet, continental door, drinks
machine, refrigerator, provision
for video



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machine



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- 1996 VOLVO B10M MARK IV VANHOOL ALIZEE**, 48 reclining seats, courier, floor mounted toilet with full servery inc 2 x fridges, sink boiler, radio/pa, telma.....choice £98,500
- 1995 VOLVO B10M PLAXTON PREMIERE 350**, 49 reclining seats, courier, belts, centre sunken toilet/cont door, boiler, fridge, **air conditioning**, double glazing, curtains, radio/PA/ TV, alloys.....£90,000
- 1995 VOLVO B10M MK IV JONCKHEERE DEAUVILLE 45**, 51 reclining seats, courier, centre sunken demountable toilet, radio, PA...£85,000
- 1989 VOLVO B10M VAN HOOL ALIZEE SH**, 51/53 retrimmed reclining seats, centre demountable toilet, bunk, radio/PA.....£49,500
- 1988 VOLVO B10M PLAXTON PARAMOUNT 3200**, 57 seats, belts, POD, d/glazed, pannier lockers, radio/PA.....£32,500
- 1987 VOLVO B10M VAN HOOL ALIZEE**, 53 reclining seats, courier, radio/PA, new test£42,500
- 1984 VOLVO B10M DUPLÉ CARIBBEAN**, 53 seats, rear toilet, radio/PA.....£12,000
- 1984 VOLVO B10M PLAXTON PARAMOUNT 3500**, 53 reclining seats, clean.....£24,000

1983 VOLVO B10M PLAXTON PARAMOUNT 3500, 53 reclining seats, d/glazed, radio/pa.....£22,000

OTHERS

- 1997 OPTARE EXCEL LOW FLOOR CITYBUS**, 11.5 metre, 42 seat, 28 standing Allison Auto World Series Gearbox choice of 2£55,000
- 1995 DENNIS JAVELIN EXCELLENCE 1000**, 51 reclining seats, courier, rear sunken toilet/continental door, d/glazed, radio/pa.....£69,500
- 1994 M MERCEDES 709D SERVICE BUS**, 27 seats, 6 standees, luggage pen, manual gearbox.....£22,500
- 1991 MAN 10.180 JONCKHEERE DEAUVILLE**, 34 reclining seats, courier, floor mounted toilet, radio/pa, very clean£42,500
- 1988 LAG PANORAMIC**, 49 seater, courier seat, centre sunken toilet, radio/PA/TV.....£25,000
- 1989 G SCANIA K93 PLAXTON DERWENT BUS**, 57 seats, 24 standing, automatic, immaculate.....£22,500
- 1987 MERCEDES 709 REEVE BURGESS**, 19 seats£5,750
- 1986 KASSBOHRER SETRA 215HD**, 49 reclining seats, centre toilet, new MoT£29,500
- 1985 LEYLAND TIGER 245 PLAXTON PARAMOUNT 3500**, 51 seater, continental door.....£17,500
- 1983 SCANIA K112 JONCKHEERE P50**, 51 retrimmed reclining seats, courier, centre sunken toilet/continental door, radio/PA, new stretch panels, painted white£24,000

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1993 VOLVO B10M VAN HOOL ALIZEE-H 12M

48/50 recliners, brown/beige/orange moquette, rear sunken demountable toilet, continental door, double glazed tinted side windows, curtains, courier seat, AIR CONDITIONING, drinks machine, aircraft style lockers, Eberspacher pre-heater, TELMA retarder, wired TV/video, power entrance door, finished all white.



1990 BOVA FUTURA FHD 12.290 INTEGRAL 12M

50 recliners, red/orange moquette, N/S rear floor mounted toilet, double glazed tinted side windows, curtains, courier seat, water boiler, power entrance door, finished all white.



1989 (September) DUPLÉ 425 (DAF POWER) INTEGRAL 12M

53 recliners, grey graffiti moquette, centre sunken toilet, continental door, double glazed side windows, curtains, courier seat, water boiler, wired TV/video, power entrance door and finished metallic silver.



1996 VOLVO B10M JONCKHEERE DEAUVILLE 12M

49 recliners, grey graffiti moquette, centre sunken toilet, continental door, double glazed tinted side windows, curtains, courier seat, AIR CONDITIONING, fridge, drinks machine, wired TV/video, power entrance door, finished all white.



1992 VOLVO B10M VAN HOOL ALIZEE-H 12M

49 recliners, brown/beige/orange, moquette, centre sunken toilet, continental door, double glazed tinted side windows, pull-down blinds, driver's sleeping berth, water boiler, fridge, courier seat, TELMA retarder, automatic chassis lubrication system, power entrance door, finished all white.



1989 LAG PANORAMIC INTEGRAL 12M

49 recliners, grey/red/orange moquette, centre sunken toilet, continental door, double glazed tinted side windows, curtains, courier seat, water boiler, fridge, wired TV/video, power entrance door, TELMA retarder, DAF power, finished all white.



1995 BOVA FUTURA FHD 12.340 INTEGRAL 12M

49 recliners, grey graffiti moquette, centre sunken toilet, continental door, double glazed tinted side windows, curtains, courier seat, AIR CONDITIONING, drinks machine, fridge, wired TV/video, power entrance door, finished all white



1992 VOLVO B10M PLAXTON EXCALIBUR 12M

49/53 recliners, beige / brown / orange moquette, centre sunken demountable toilet, continental door, double glazed tinted side windows, curtains, courier seat, AIR CONDITIONING, Webasto, water boiler, fridge, TELMA retarder, driver's sleeping berth, finished all white.



1989 VOLVO B10M VAN HOOL ALIZEE-H 12M

49 recliners, grey/red/orange/blue moquette, centre sunken toilet, continental door, double glazed tinted side windows with decorative curtains, drinks machine, fridge, no rear window, power entrance door, finished white/red/orange.



1994 (August) VOLVO B12T JONCKHEERE DEAUVILLE 12M

49 recliners, trimmed in beige/red/blue moquette, centre sunken toilet, continental door, double glazed tinted side windows, curtains, courier seat, centre servery with fridge, water boiler, microwave and sink unit, AIR CONDITIONING, 3 colour monitors/wired video, TELMA retarder, power entrance door and finished metallic silver.



1991 BOVA FUTURA FHD 12.290 INTEGRAL 12M

51 recliners, retrimmed in 'Black Magic' moquette, centre sunken toilet, continental door, driver's berth, double glazed tinted side windows, curtains, courier seat, drinks machine, wired TV/video, power entrance door and finished metallic silver.



1989 (October) BOVA FUTURA FHD 12.290 INTEGRAL 12M

49/53 recliners, red/grey moquette, centre sunken demountable toilet, continental door, double glazed tinted side windows, curtains, courier seat, driver's berth, drinks machine, wired TV/video, power entrance door, finished all white

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1987 VOLVO B10M DUPLÉ 340

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1985 DAF SB2300 PLAXTON PARAMOUNT 3500

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Front Cover: Scania Bus & Coach has supplied Lodge's with a Van Hool Alizee 2 bodied Scania K124IB while Westward Scania has supplied Bernard Kavanagh & Sons with 20 Van Hool Alizee 2 Scania K124IBs.



Stagecoach appointments

Further to last week's news that Stagecoach is to reorganise its UK bus division into 12 regional companies and a Perth based headquarters organisation, more details have emerged. For the first time, Stagecoach is separating its UK bus operations from the corporate organisation and giving them a dedicated team headed by executive director UK Bus, Brian Cox. MD UK Bus will be Les Warneford with Frank Johnson director of Finance, Mark Threapleton director of operations, Brian Juffs director of engineering and the post of director commercial development still to be filled. The system of regional chairmen is being disbanded and all company MDs will report to Les Warneford, including the Stagecoach Portugal MD, Ian Manning and Stagecoach Supertram MD, Graham Brown. Alex Carter is to be planning and

development manager UK Bus, based in Perth, while Roger Bowker is to assist Stagecoach Holdings chief executive Keith Cochrane with special projects, focussing initially on Coach USA.

B&CB understands that the aim of the reorganisation is to create much more flexible companies, better able to react to customer needs. Each operating company will have a turnover of between £30m and £50m, at which size the company believes they will be not too centralised and not too far from their customers. Extra emphasis is to be placed on staff training, particularly with regard to looking after customers. A number of well known and long established company names are to disappear, although exactly what names are carried on the vehicles will be decided locally.

The managing directors of the regional operating companies will be:

Stagecoach East Scotland - Robert Andrew.
Stagecoach West Scotland - Graeme Torrance.
Stagecoach North East - John Conroy.
Stagecoach North West - Nigel Barrett.
Stagecoach Manchester - Tom Wileman.
Stagecoach East Midlands - Paul Lynch.
Stagecoach South Midlands - Martin Sutton.
Stagecoach East - Inglis Lyon.
Stagecoach London - Barry Arnold. Deputy MD - Heath Williams.
Stagecoach South East - Andrew Dyer.
Stagecoach West & Wales - Malcolm Howitt.
Stagecoach South West - Ken Clarke.

TWM to close Adderley Street

Transmain, the engineering arm of Travel West Midlands, is to close its Adderley Street facility in Birmingham at the end of the year. TWM's investment in new buses has reduced demand for remanufactured major units and production has halved over the past two years at a time when the external market has become more competitive.

Jack Henry, engineering director said, 'The improved vehicle replacement plan has limited the production of engines and gearboxes at Adderley Street, however, the company will retain the majority of in-house facilities provided by the staff at Adderley Street and I will be looking at relocating this aspect of the business in the near future.'

National Holidays repeat order

National Holidays has announced a repeat order for a further 10 Plaxton Panther bodies on Volvo B10M chassis for the 2001 season. They will have a similar specification to this year's intake with air conditioning, three point seat belts, continental door, and centre sunken toilet, and will be supplied through Kirkby Coach & Bus.

Chairman of National Holidays, Godfrey Burley commented, 'We are delighted with the Panthers, but more importantly, so are our customers. We are receiving a lot of compliments on our new fleet.' He continued, 'Next year marks the fifth year of the national Holidays brand, and this substantial investment in new coaches underpins our aim to lead the market in providing high-quality value-for-money coach holidays from towns and cities in the north of England.'

The National Holidays fleet currently stands at 65 coaches, most of them Plaxton bodied Volvos, and the company is working toward a six-year replacement cycle.

Bournemouth to invest £3.6m

After a consultation process that took in drivers, the engineering department and members of the public, Bournemouth Transport Ltd, trading as Yellow Buses, has placed an order for eight East Lancs Vyking bodied Volvo B7TLs for delivery in Spring 2001. A further order for 16 similar buses, over the next two years, is expected to be confirmed shortly. The 24 vehicles will cost a total of £3.6 million.

Two of the first batch of eight will be capable of conversion to open top and all will be built to Euro 3 emission standards and run on low sulphur diesel. One result of the consultation process is that the seating capacity will be decreased from the 88 found on Yellow Buses' recent low floor decker deliveries, to only 76. It is intended that the new buses will run on main routes between Christchurch and Bournemouth including the 22,23,25,31,31 and 68.

Yellow Buses has also announced the appointment of David Squire as traffic manager. David (39) has been traffic manager for Chorley based Alfa for the past four years. He has a degree in transport.



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1998 NOGE CATALAN 350 MAN 18.310

49 reclining seats, courier seat, centre sunken toilet, centre continental door, radio/PA/cassette, video system, climate control. M.O.T. MAY 2001



CONTINENTAL 330



37 reclining seats, courier seat, double glazed side windows with full draw curtains, rear continental door, MAN 13.220 rear engine chassis.



1997 MARCOPOLO EXPLORER II MAN 18.310

51 reclining seats, courier seat, belts, centre sunken toilet, continental door, drinks machine, fridge, double glazing, curtains, video system. M.O.T. OCTOBER 2000



1993 VOLVO PLAXTON PREMIER 340
49 reclining seats, courier seat, radio/PA/cassette, hot drinks machine, centre sunken toilet, continental door. M.O.T. OCTOBER 2000.



1989 VOLVO CAETANO ALGARVE
51 reclining seats, courier seat, off-side rear sunken toilet, continental door, radio/PA, courier seat.

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Fuel update

After a week of fuel depot blockades that caught the Government off guard and to which it reacted too slowly and in a manner perceived by many to be arrogant, the bus and coach industry pulled out all the stops to try and maintain services. There were regional variations but most operators did an excellent job of keeping their buses running, and where that was not fully possible, keeping customers informed about the situation. Examples were the West Midlands where TWM operated to publicised timetables, with very few exceptions, throughout the crisis and London, where only one depot was unable to operate its services, and then only for one day.

CPT compiled a priority list for fuel deliveries based on information supplied by members, and put pressure on the Home Office to compile its own priority list, which it did, putting bus and coach operators ninth on a list of 28 priority destinations. CPT was kept busy liaising between members, the Government, the Vehicle Inspectorate, the Traffic

Commissioners and the media.

In a statement CPT commented, 'It's been a very trying week for the industry, but we have emerged from it with our reputation, not just intact, but greatly enhanced. The vast majority of the industry did not take part in the protests, but played a crucial role in getting the country back on the move. We will now continue to push the Government on their plans for fuel tax by legitimate means. Thank you for standing firm.'

Editor's comment. As we went to press, Gordon Brown's pronouncements did not indicate that he had grasped the importance of addressing the problem of the disproportionate burden that the current fuel tax regime places on all transport operators, especially operators of buses and coaches. As an industry it is important that we do all in our power to maintain the pressure on him, and the Government as a whole, without resorting to tactics that threaten the livelihoods and well being of our passengers and customers.

CPT waybill reminder

Coach operators who conduct international journeys in the form of cabotage are reminded that they should send their completed new EU Journey Forms (waybills) to CPT, so that the information can be used for cabotage journey statistics required by the EC.

CPT collects the information on behalf of the industry and operators should send their forms to the Operations Department at CPT at the end of each calendar month. CPT will conduct an analysis of the forms before passing on the relevant information to the DETR. The latter will combine the cabotage information with other statistics forwarded to the European Commission on a quarterly basis. Completed forms should be batched on a monthly basis and sent to CPT, Imperial House, 15-19 Kingsway, London WC2B 6UN, as soon as possible after the end of each month.

Brian Hirst, CPT's Traffic Executive commented, 'We are acting as agent for the DETR on behalf of the industry and it is essential that coach operators supply us with this information, so that comprehensive international

journey statistics can be compiled by the Commission. Accurate statistics lead to a better understanding of the industry, and we hope, reasonable legislation.'

Loughborough recruits

Two new people have joined the sales team at Volvo Coach Sales (Loughborough) Ltd. John Dover was with Alf Moseley Continental and has also been with Dennis, DAF Bus and Van Hool. In his new role he will be covering an area south of the M4 that includes Hampshire, Wiltshire, The Isle of Wight, Somerset, Dorset, Devon, Cornwall, Surrey, East Sussex, West Sussex and Avon. He can be contacted on 07901 513859. Brian Evans was fleet manager with Club Cantabrica. He will be covering an area that includes Middlesex, Berkshire, Kent, Greater London and parts of Suffolk. It is anticipated that he will also take on Essex and Hertfordshire when Tony Redford retires in 2001. Brian can be contacted on 07760 173183.



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75 years of motor buses in Lubeck

The two major publicly owned operators in the north German city of Lubeck, celebrated 75 years of motor bus operation earlier this month with a weekend of festivities. City fleet Stadtverkehr Lubeck (SL) and interurban operation Lubeck-Travemunder Verkehrsgesellschaft (LVG) welcomed visitors to their respective depots and a frequent service using preserved and modern demonstration buses was provided to link the two sites. This service was christened the Historische Linie 75.

There has been a public transport system in Lubeck for much longer than 75 years, but until 1925 this was provided by trams. Buses gradually took over more and more of the tram routes, and, unusually for Germany, the last trams were withdrawn in the 1960s. An aspect of the Lubeck scene that has long appealed to the British is that it has a tradition of operating double deck buses. Usually these have been similar vehicles to those operating in that German bastion of the double decker - Berlin.

Double deckers continue in the LVG fleet today with Waggon Union bodied MANs and Setra S328DTs in evidence, although there also a growing number of 15 metre three axle Setra models in LVG's most recent predominantly red livery. Perhaps surprisingly for somewhere with a

double deck tradition, SL also operates an open top single decker based on a Mercedes O.305.

Operators from throughout Germany sent vehicles to participate and a Skoda RTO belonging to a Czech operator was present, although none of the expected British participants were to be seen on the Saturday when B&CB was there. Displays of preserved vehicles included a variety of immaculate examples, among them several early Setra integrals, a dual door Mercedes O.309 minibus not unlike the 608Ds seen in the UK, and an attractive Magirus Deutz coach. Double deckers were well represented, two of the most noteworthy being normal control bonneted examples, one of which was a Berlin Bussing dating from 1934.

The German manufacturers Evobus, MAN and Neoplan were also well represented with large displays of their latest products. Among these were a Mercedes Cito hybrid midibus, a specially bodied Citaro from the Hanover fleet, and a 15m Citaro.

By Stuart Jones
Pictures by David Cole

Representing SL's latest acquisitions was this 1999 Citaro.



LVG's double deck fleet includes this Setra S328DT.



Preserved Mercedes minibus - German style.

One of LVG's MAN double deckers from two decades ago.



An early Setra integral coach.



This preserved Skoda travelled from the Czech Republic.



SL's open top O.305.



Seen operating in Lubeck was this Setra with bike rack trailer.



This 1934 Bussing in period Berlin livery was offering rides round one of the depot complexes.

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Bateaux London
Bath Tourism
Batsford Arboretum
BBC Experience
Beaufort Park Hotel
Beaulieu
Bedford Butterfly Park
"Bedfordshire, Hertfordshire & Luton Tourism Ltd"
Belfast International Airport
Belfast Visitor & Convention Bureau
Best Northern Hotels
BFI London IMAX Cinema
Big Idea (The) Ayrshire
Birmingham City Council
BITOA
Black Country Tourism
Bled Tourism-Julian Alps
Blenheim Palace
Blue Funnel Cruises
Blue Planet Aquarium
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Bohning
Bowen Group Travel
Brakspears Brewery
Branton Hall Hotel
Bristol Tourism
Britannia Hotels Ltd
British Airways London Eye
British Holidays
British Trust Hotels
British Waterways
Brittany Ferries
Broadway Hotel
Brookland Travel
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buzz airlines

C
Cameron Mackintosh
Castaways
Catanman Cruisers
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Central Hall-Westminster
Chessington World of Adventure
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Cophstone Hotel Windsor
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Cornwall Tourist Board
Corrib Village Galway
Coster Diamonds Amsterdam
Costume Museum Bath
Cotswold Farm Park
Cotswold Water Park

D
D Day Museum & Overlord Tapestry
Deep Sea World
Defence of the Realm
Denbies Wine Estate
DFDS Seaways
Disneyland Paris
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Dome at Greenwich (New Millennium
Experience Co)
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Duinnell Wassenaar

E
East Riding of Yorkshire
Eddie Brown Tours
Eden Project
Efteling
En Route
English Heritage
Eureka! The Museum for Children
Euromast Exploitation BV
Eurostar
Eurotunnel
Excelsior Coachways Ltd

F
Festival Cruises
Festive Holidays
Firepower
First Call
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Flights Coach Travel
Florida 2002
Ford Abbey & Gardens
Fred Olsen Cruise Lines
French Brothers Windsor
Frogmore House

G
Galloway Coach Travel
Gardens of the Rose
Gelderland Tourism
Gloucester City Tourism
Gloucester Docks
Goldcrest Holidays
Golden Circle

Golden Tulip Hotel EPE
Grand Hotel Group/Hotel Burstin
Greatdays Travel Group
Greencastle Travel
Gretina Gateway Outlet
Group Envergue
Group Leisure magazine
Group Line
Group Travel Company
Group Travel File
Group UK Holidays
Groupways Leisure Ltd
Guild of British Coach Operators
Guildhall Art Gallery Corp of London
Gunwharf Quay

H
Hadrian's Wall Country
Hague Tourism
Hailam Anderson Tours
Harewood House
Harris Coaches
Harrison Holidays
Hatfield House & Gardens
Headway Hotel
Herefordshire & Wye Valley
Heyfordian Travel
Historic Cotswolds
Hobbs of Henley
Holiday Ireland Hotels
Holiday Malta Co. Ltd
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Hop Farm Country Park
Hopetoun House
Hotel Prince Regent
Horseworld

I
In Flanders Fields Museum
Independent Coach Travel ICT
Interflora On Show
International Group Leisure and Travel Show 2000
Interki
Ireland University Summer Accommodation
Irish Tourist Board
Isle of Wight Tours

J
Jason's Trip & The Lace Plate
Jeffs Coaches Group of Companies
Jona Tours & Icelandic Tapestry School
Jones Motor Services
Jorvik Viking Centre

K
K Shopping Villages
Keukenhof Holland
Kilmarney of the Welcomes
Kilmurry Village Univ of Limerick
Kings Ferry (The)
Kransjska Gora

L
Lee Valley Regional Park
Leger Holidays
Legoland Windsor Park
Lion King (Disney)
London Canal Museum
London Dungeon

London Frog Tours
London Planetarium
London Zoo
Lowry Centre Trust
Lucketts Travel
Luton Borough Council

M
Macpherson Coaches Ltd
Madame Tussauds
Madame Tussauds Amsterdam
Magnia Trust Sheffield
Malta Direct Travel
Malta Tourist Office
Manchester United Tours
Mapledurham House & Watermill
Medieval Banquet
Mediterranean Shipping Cruises
MEPC Outlet Centres
Merlin Entertainments Group
Milestones Museum
Mill Dene Garden
Milton Hotels (Scotland)
Minot Ireland Hotel Group
Morecambe Coaching Hotels
Morrison Outlets Ltd
MV Princess Pocahontas

N
National Heritage Museum Holland
National Ice Centre
National Maritime Museum
"National Museum of Photography, Film & Television"
National Railway Museum
National Seal Centre
National Trust for Scotland
Netherlands Board of Tourism
Newmarket Travel Services
Norfolk Tourism
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Northern Ireland Tourist Board
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O
Odyssey Belfast
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P
P & O North Sea Ferries
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Portsmouth Tourism
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Q
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R
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Y
York Dungeon
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BOVA

1988 (NOV F) FUTURA FHD 51 retrimmed recliners, centre sunken toilet, continental door, crew seat, seatbelts, double glazed, curtains, radio/tape/PA, interior grey/red, exterior white with blue reliefs, MoT 3/5/2001

VOLVO

1998 (SEPT) B10M BERKHOF AXIAL 50, 51 recliners, airco, Webasto, Telma retarder, Shades fresh water sunken toilet, fridge, hot water boiler, double glazing, continental door, peage window, radio/tape/PA/video, curtains, MoT 7/8/2001, choice of 2

1996 B10M PLAXTON PREMIERE 350 49 recliners, air con, centre sunken toilet, fridge, hot water boiler, Telma, driver's bunk, continental door, crew seat, exterior orange/yellow/cream. MoT Jan 2001, choice

1994 (AUG) B12T JONCKHEERE TRI-AXLE, 49 Vogel recliners, airco, Telma, centre sunken toilet, continental door, servery unit, seat back tables, magazine nets, double glazing, crew seat, MoT 10/4/2001

1992 B10M PLAXTON 3500, 51 recliners, crew seat, radio/tape/PA, seat belts, rear sunken toilets + continental door, drivers bunk, curtains, inswing power door, MoT 9/3/2001.

1991 B10M PLAXTON PARAMOUNT 3500 51 recliners, rear sunken toilet, continental door, inswing power door + kerb window, exterior white/red/orange/yellow. MoT 10/3/2001

1988 B10M PLAXTON PARAMOUNT 3200 57 retrimmed seats, power door + kerb window, tinted windows, seat belts, radio/tape, interior grey, exterior duo green/blsack. MoT 7/1/2001 an immaculate vehicle

LEYLAND

1987 TIGER DUPL 340 53 seats, hydracyclic gearbox, rear sunken toilet, continental door, interior grey/blue, exterior white/green/red. MoT 13/12/2000.

1986 ROYAL TIGER PLAXTON PARAMOUNT 3500, 49 recliners, seat belts, crew seat, centre sunken toilet, centre continental door, double glazing, Telma, radio/tape/PA, interior red/fawn, exterior yellow/blue, MoT 8/12/2000.

1986 TIGER DUPL 340, 49 retrimmed recliners, rear sunken toilet, continental door, seat belts, Graffiti Maquette, red exterior, MoT 12/1/2001

1986 TIGER DUPL 340 51 seats, auto gearbox, rear sunken toilet, continental door, interior grey/red, exterior

BERKHOF

NEW COACHES FROM STOCK

AXIAL 30 MAN 13.220, 41 recliners, telma, continental door

AXIAL 50 VOLVO B10M, 51 recliners, toilet, Aircon, Webasto, fridge & boiler

AXIAL 50 DENNIS JAVELIN GX, 51 recliners, Aircon, centre sunken toilet, continental door

or white/green/red. MoT 14/2/2001.

MIDI COACHES

1996 MAN 11.220 BERKHOF EXCELLENCE 1000 MIDI, 35 recliners, crew seat, seat belts all seats, double glazing, full height rear continental door and steps, Peage window, curtains, MoT 27/9/2001.

1991 MAN 10.180 JONCKHEERE JUBILEE P35, 30 recliners, crew seat, double glazing, Peage window, toilet, Sutrak air con, seat belts, centre armrests, interior grey/red, exterior white, MoT 8/12/2000.

DENNIS

1990 JAVELIN DUPL 320 57 recliners, power door, seat belts all seats, radio/PA/tape, tinted windows. Interior fawn, exterior silver/white. MoT 2/12/2000.

DAF

1988 SB2300 JONCKHEERE P599, 51 recliners, crew seat, centr sunken toilet, continental door, seat belts, peage window, double glazed, driver's bunk facility, radio/tape/video wiring, interior grey/red, exterior white/duo blue MoT 18/3/2001

1986 DAF MB200 PLAXTON 3500, 53 retrimmed recliners, rear continental door, seat belts, Peage window, draw curtains, radio/tape/PA, drivers fan, interior fawn/red, exterior cream/ maroon, re-tested. MoT 10/7/2001

1982 DAF MB200 DKTL PLAXTON SUPREME IV, 53 seats, power door + kerb window, tinted windows, drivers fan, interior fawn, exterior silver/red/yellow, one owner from new, MoT 27/11/2000

NEOPLAN - SCANIA - MERCEDES

1992 (AUG) NEOPLAN TRANSLINER MERCEDES V8, double glazing, rear saloon toilet, 48 recliners + crew seat, hot water boiler, coolbox, seatbelts, radio/tape/PA video, grey/red interior, white exterior MoT 28/3/2001.

1989 MERCEDES V8 CHARISMA, 49 recliners, centre sunken toilet, continental door, double glazing, crew seat, seatbelts, full draw curtains, Webasto, interior grey, exterior white with yellow/black reliefs, MoT being retested

1983 SCANIA K112 JONCKHEERE P50, 49 recliners, seat belts, centre continental door, sunken toilet, power door & Peage window, radio/tape Telma retarder, double glazing, interior grey/orange, exterior yellow/burgundy MoT 21/12/2000.

SETRA

1985 SETRA 215HD, 49 retrimmed recliners, crew seat, centre sunken toilet, continental door, hot water boiler, Voith retarder, interior grey/red, exterior white, MoT 24/7/2001

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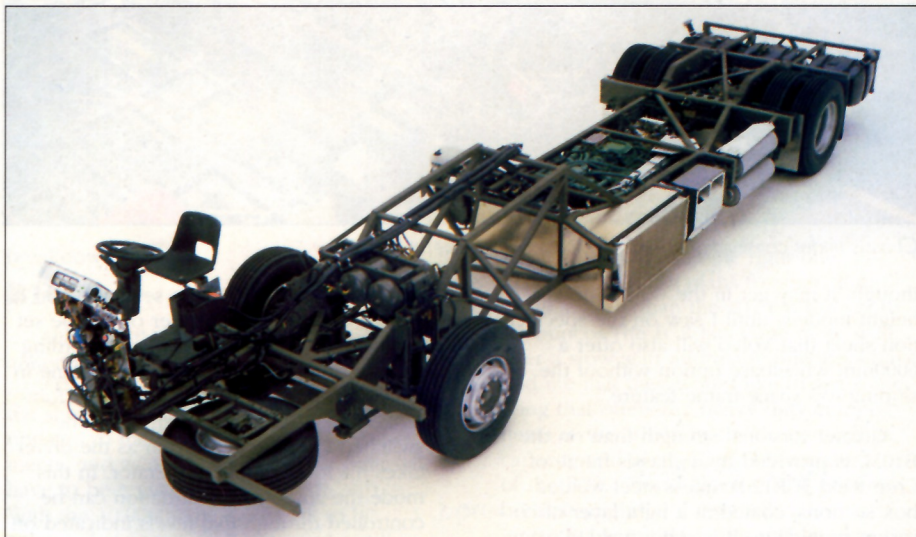
Volvo B12M

After 21 years that have seen over 52,000 Volvo B10Ms built, upwards of 10,000 of them for the UK and Ireland, the model is to be replaced - but not until the 2001/2002 season. Its successor is the B12M which like the B10M and the B58 before it, is a mid-engined design although, as Volvo's literature points out, 'Everything else is new.'

Among the features are a Cromwell 3CR12 stainless steel chassis frame, a multiplex electrical system, a central daily service check point, stainless steel exhaust, a 340bhp Euro 3 engine as standard, Volvo's new VEB engine brake, a through body luggage locker to the rear of the front axle, and a new adjustable steering wheel.

Development

Codenamed Project 8300, the B12M is the first of a new family of modular chassis which Volvo has internally designated the TX platform and will launch at the IAA Show in Frankfurt. Other chassis and other options on the B12M, such as a replacement for the B10MT are expected to follow in due course. Adrian Wickens, who was originally with Leyland Bus and joined Volvo upon its acquisition, was the project manager for the project and his experience should ensure that Volvo has taken account of the needs of UK customers. Mike Ball, managing director of Volvo Bus Ltd, also spoke of the research that had gone on among customers. He commented, 'Both through our day to day contact with customers and our on-going market research programmes, we have been able to clearly identify the current and likely future product demands from



The Volvo B12M chassis.



This 15m B12MT has been running on test in Sweden for some time.



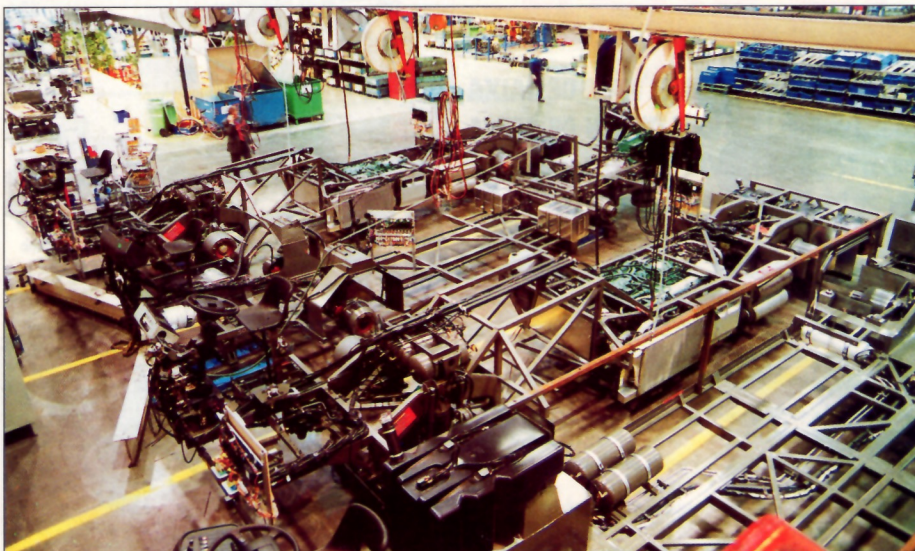
This B12M with Plaxton Panther body for Flights provided test rides at the launch. The relocated near-side radiator grille distinguishes the B12M from similarly bodied B10Ms.

coach operators.'

The company has been working on the new chassis for some years and undertaken thorough testing with the finished product before launching it. In addition to test bed trials and evaluation at Volvo's own Hallered test and research facility, four have been running with Scandinavian operators for the past two years, and there has been extensive proving work carried out at Millbrook on one of the UK specification prototypes.

Specification

Built at Volvo's modern bus facility at Borås in Sweden, the B12M chassis frame answers some of the luggage capacity deficiencies of the B10M by incorporating a through hold space frame facility ahead of the engine. On the 6200mm wheelbase version, which is to be the UK standard, the upper profile of the space frame slopes at the same angle as the gangway on many modern coach designs. I initially



Chassis under construction at Volvo's Borås plant earlier this year.

thought it may get in the way on lower height models, until I saw on the specification sheet that Volvo will also offer a 6000mm wheelbase option without the sloping top space frame feature.

Greater torsional strength than on the B10M, is provided by a chassis frame of Cromwell 3CR12 stainless steel welded box sections, coated in a light layer of corrosion protection. It is robot welded using laser cut steel sections to give a tolerance of plus or minus 1mm which Volvo say will help bodybuilders. With the space frame, the rear boot and further capacity above the driveline, luggage space of up to 14 cubic metres is said to be possible.

It will be powered by a horizontal Euro 3 version of the 12.1 litre D12 unit that is already installed vertically in the B12T, as well as the FH12 and FM12 truck ranges. The DH12C340 is a six cylinder, four stroke, turbocharged diesel with overhead valves and direct injection. Volvo claim that utilising an overhead camshaft driving unit injectors delivers performance, economy and low emissions and is a proven system. Measured in accordance with ISO1585 it develops 340bhp (250kW) at 1900rpm and peak torque of 1700Nm at 1100-1300rpm. The torque figures are 25% better than the DH10 used in the current B10M and up to 18% better than the 360bhp 10-litre unit that is an option in the B10M. The extra torque is particularly evident in the lower rpm ranges.

Gearbox options are the ZF 6S-1600 six speed manual, the ZF 5HP602 fully automatic five speed with torque converter on the first stage, and Volvo's EGS-V. The Volvo unit is a fully synchronised eight speed manual with easy gearshift, developed from the G8.EGS. With both manual options the clutch is the KFD117E 430mm single dry disc with power assisted clutch control requiring low pedal pressure.

New on the B12M is the Volvo Engine Brake or VEB, which combines the attributes of a compression brake and an exhaust brake and is said to offer retardation equal to that of an automatic gearbox retarder. This is operated by means of a short stalk to the right of the steering

wheel and can be used in several ways. It can be turned off altogether or can be set to operate in one of two ways, according to driver preference. Firstly it can come in first when pressure is applied to the foot-brake pedal, or, alternatively it can be switched to come in as soon as the driver takes his foot off the accelerator. In this mode the amount of retardation can be controlled through five levels indicated on the control stalk.

The VEB will be supplied as standard unless the optional Voith 120 is requested with the ZF 6S.1600 or the Volvo Compact Retarder is specified with the EGS-V. The latter has a speed hold feature for long descents where the retarder adjusts itself to maintain the set speed. Perhaps surprisingly, S-cam drum brakes have been retained at a time when most other manufacturers have switched to discs, with the weight and maintenance advantages they bring.

In conjunction with the 340bhp engine, the cooling system features air to air inter-cooling and the radiator is in line with the top of the chassis frame. Both the inter-cooler and radiator are beside the engine,

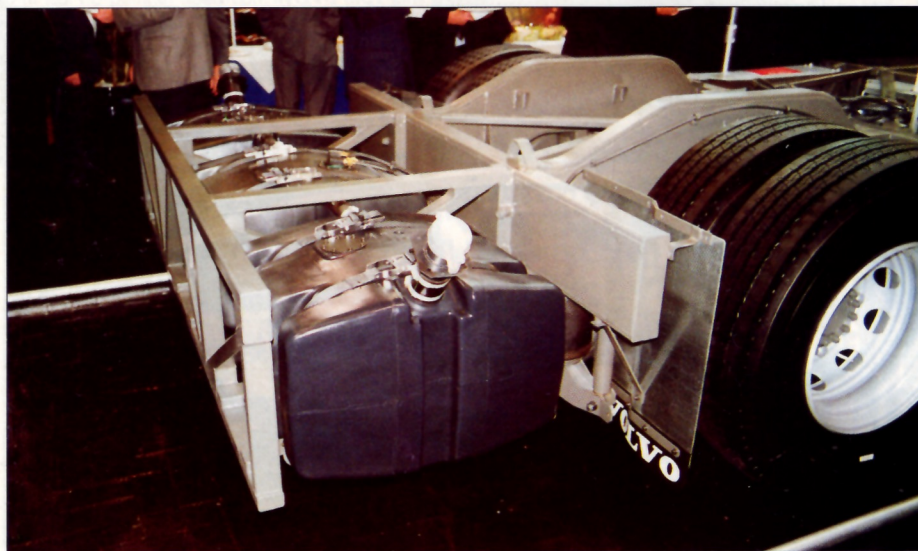
the package being the same as that used on the B7TL double decker. A hydraulic fan is fitted. A stainless steel exhaust system is standard and either an oxidising catalyst or a CRT (Continuously Regenerating Trap) particle trap can be fitted to further enhance emissions, though the CRT would require the use of ultra low sulphur diesel.

Changes visible in the driver's cab area are a new adjustable steering column that can, optionally, have the instrument panel linked to move in conjunction with it. Releasing the adjustment is easily achieved by pressing a button on the dashboard. The dashboard incorporates a diagnostics capability that should ensure faults are easier to pinpoint. A one line display will indicate the problem.

Body options

All coachbuilders currently offering products on the B10M in the UK are also to body the B12M. Three manufacturers - Plaxton, Berkhof, and Jonckheere - are to show completed examples at ExpoCoach with Van Hool and Salvador Caetano scheduled to unveil their vehicles shortly afterwards. These coaches will all be mounted on pre-production chassis with full production not scheduled to commence reaching bodybuilders until Spring 2001. A number of operators will take early examples of the model and provide Volvo with operational feedback including Wallace Arnold (Plaxton), Shearings, Status Group (Plaxton), Dunn-Line (Jonckheere), Kenzies (Van Hool), Ham's Travel (Berkhof Axial 70) and Flights (Plaxton Panther). A total of 10 B12Ms is expected to be operating by the end of the year. There will also be demonstration vehicles.

Berkhof representatives confirmed that they would be offering both the Axial 50 and Axial 70 models, while Plaxton will offer the Paragon and Panther high floor designs but is not thought to be planning a budget Prima option as it did on the B10M. Plaxton is to take the standard fuel tank arrangement while Berkhof, on its Axial 70, and Van Hool are to fit fuel tanks above the rear axle to maximise capacity



In standard format, three 150 litre fuel tanks are mounted behind the rear wheels, across the width of the chassis, but several bodybuilders are specifying the optional transit fuel tank and developing their own solutions to maximise luggage accessibility.

and luggage accessibility.

A Plaxton Panther bodied example for Flights gave test rides at the launch and this gave a good ride. It felt very stable on the road, as did the B10M. Proper comparisons with a B10M were difficult because, as a pre-production vehicle, it featured a Euro 2 engine that will be replaced with a Euro 3 unit before it enters service.

Maintenance

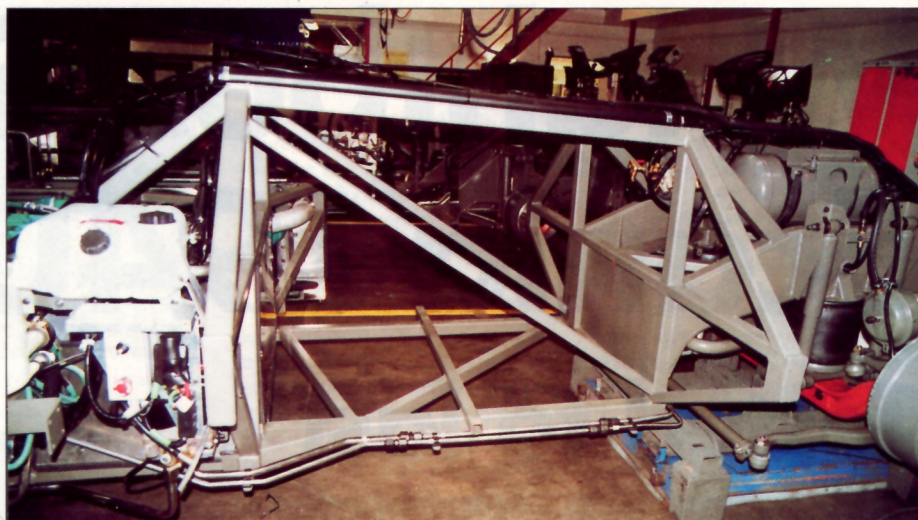
Volvo claim that whole life operating costs have been improved through increased fuel economy, longer service intervals and enhanced diagnostics. Engine oil change intervals increase to 60,000kms using VDS 3 specification oil. Universal joints are maintenance free.

One concern I had was that the chassis is quite a complicated one compared with most others on the market, and access to the engine on a vehicle fitted with a mid offside door looked to be difficult.

Support

A 24 month warranty is offered with the B12M in addition to third year PowerCare cover and the support of Volvo Action Service. Providing cover are 90 parts and service points in the UK and 1,000 throughout Europe.

Volvo has established its intention to complete a transition from being simply a supplier of hard products, in the form of bus chassis, to a company that supplies transport solutions. It is a path it has been following with some success in the truck market and involves offering a broad range of so called soft products in addition to the vehicle. The process began with the availability of contract hire and operating leases and now extends to include all manner of finance packages, together with service options such as a fixed price preventative maintenance servicing and inspection package, contract maintenance, the Volvo Action Service emergency breakdown and recovery service and an international Price Parity promise of 'Home price level irrespective of the EU country of



The space frame structure.

breakdown.'

B10M

Although the B12M has been announced, the B10M and the three axle B10MT are to continue in production in the short term although they won't be updated to meet Euro 3 emission requirements, and as a result all of those built will have to be registered by October 2001. With the 10,000th UK model set to be exhibited at ExpoCoach, the model will remain Volvo's main coach product for the 2000/2001 season and the order books contain 350 vehicles for operators and dealers. Volvo's other coach products, the rear engined B7R and B12T will continue to be offered.

Summary

The B12M will do well if it can emulate the success of the B10M because few chassis have earned as solid a reputation and following, especially in the UK. Volvo's decision to retain the mid engine layout at a time when all of the other European manufacturers, other than Dennis, have already moved entirely to rear engined designs, is perhaps surprising and time will

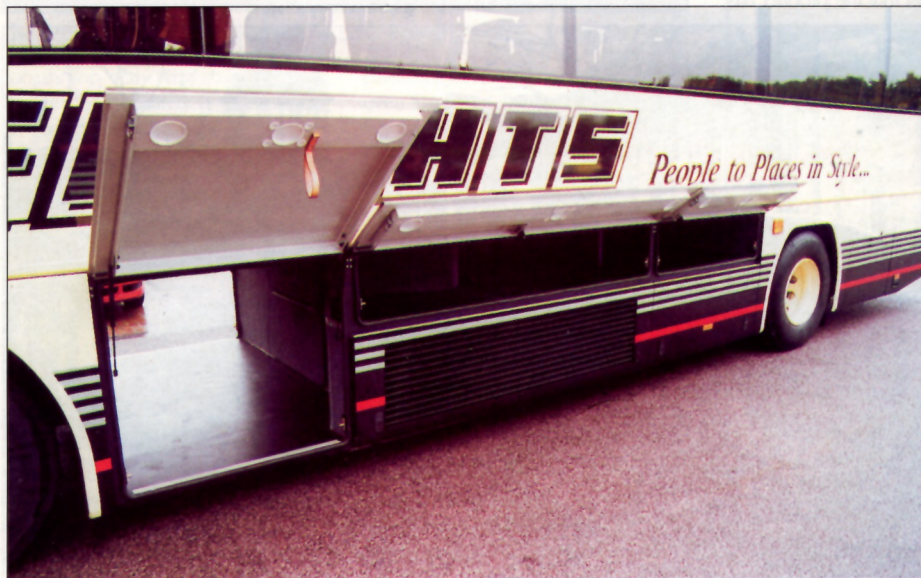
show whether it was the right one.

Perhaps Volvo has plans for something weighing less than the B12T it has yet to announce? The B7R has done quite well after a slow start and many operators have told me that they would like to see something that offers the heavy duty components of the B10M, but with the luggage capacity and accessibility for maintenance of the B7R. They'd like the B7R price too, but that might be a very tall order. Indications are that prices will be very similar to current B10M prices although nobody was particularly keen to be specific on this point.

Operators will be pleased with the package of enhancements B12M brings and will welcome the efforts made to ease the maintenance process as well as long term durability. With other manufacturers all offering premium products of 300bhp plus as standard, the B10M's 285bhp was beginning to be regarded as too little. The 340 unit, with around 25% more torque, should answer this. Volvo claim the 340bhp engine option, and the 380bhp and 420bhp engines that will follow, are fuel-efficient and operators will want to see proof of this point which has become the most often repeated criticism of the B10M. Adrian Wickens declined to give details on how much better he thought fuel consumption would be, but he did say he was confident it would be better. Certainly reducing the weight of the chassis frame by some 300kg through the use of 3CR12 will help in this respect, although the complete vehicle demonstrated did not carry any weight details.

Mike Ball believes the B12M is capable of delivering the high expectations operators will have of it and described it as, 'A product that will once again become the benchmark for excellence in our industry. A product that continues the strong traditions of the Volvo brand in the UK and Irish coach market.' He added, 'I'm very confident that it will maintain B10M's market share. We've talked to a lot of customers and asked what they want. Everything they said - we're delivering.'

**By
Stuart Jones**



The Flights Panther showed the through luggage facility, the repositioned radiator and the capacity above the engine.

Wrightbus Solar Scania L94UB

Tested to last



The FirstGroup Scania L94UB Solar was displayed at Coach & Bus '99.

Almost a year after the first Wrightbus Solar bodied Scania L94UB was unveiled at Coach & Bus '99 in FirstGroup livery, production is about to start at Ballymena on fulfilling the first order. This calls for eight, two-door buses for Apcoa at Gatwick. They will be followed by six front entrance buses for Go-Ahead at Newcastle and 35 for Translink in Northern Ireland.

Mounted on a Scania, the Solar can offer a maximum capacity of 74 with 46 seated, 21 of which are in the front low floor area. The entrance step height is 320mm although, with kneeling suspension, this can be reduced to 200mm. Wrightbus designers Trevor Erskine and Paul Blair wanted to create impact and the new body design certainly has the 'wow' factor.

Both chassis and body manufacturer wanted to be sure that the product was right before full production started and two demonstrators have been working hard on in-service trials. One is with Translink subsidiary Ulsterbus in Lame, while the other, the Birmingham show bus, has been operating for First Glasgow.

A test demonstrator has just completed an £140,000, 22-week programme at the Millbrook Proving Ground near Bedford. It covered half

a million simulated miles, equivalent to the 15 year operating life cycle of the average bus.

B&CB has been to Millbrook to see the type of rigorous programme the bus has been subject to, and to speak to Wrightbus's Michael Polly and Bo Martinsson from Scania Bus & Coach. As Bo explained: 'We want to show the market that the product has

been fully tested. We want to guarantee a low cost per mile.'

Millbrook

Millbrook Proving Ground covers a 700 acre site south of Bedford. With 25 years of experience, the facility can help vehicle manufacturers with durability and homologation test programmes that meet virtually all local and international requirements. This includes component and system durability as well as crashworthiness, emissions, noise and braking. Wrightbus is already an established Millbrook client.

Covering static and dynamic load conditions the bus was tested for durability over certain harsh road conditions including hills, potholed surfaces, cobbled streets, rough track and speed humps. These tests were carried out at high speed and also through a special twisty course-way. As well as checking the vehicle during general driving conditions and environments, the Solar was tested for durability through 32 kerb impacts.

Scania

The Scania L94UB was the first chassis in the UK to offer a Euro III engine and has already undergone



The test demonstrator goes through its paces on the Belgian block pave circuit.

considerable testing in Sweden covering areas such as structural integrity, driveline, brakes, retarder, suspension and exhaust emissions.

Power comes from a 230bhp Scania DC901 engine, which will be available later this year in the UK with a Scania CRT as the DC904. Go-Ahead is the first to specify the option with its order for six. Scania has ensured that torque has been maximised at low engine revs and there is still full power available within a very wide rpm range.

Of the programme at Millbrook in



The Ulsterbus Scania Solar outside Belfast City Hall.



The circular high-speed bowl is two miles in circumference with five lanes.



Millbrook facilities include hill route loops.



The Scania Solar can carry up to 74 passengers.

conjunction with Wrightbus, Bo said: 'This is a test for safety, a confirmation of what we already know. We have to tell our customers that the bus has clean emissions, is safe and is good looking. As manufacturers we have to work together to get more people on to buses.'

He went on to say that, in the future, British operators will be looking to pay a fixed cost per mile on their fleets. This has been the practice in Sweden where routes are contracted over a given number of years. Operators will increasingly see themselves as just being in the business of carrying passengers and want to be able to predict their operating costs over a given term.

In the past it had been possible to operate with 25% spare vehicle availability, pointed out Bo. Commercial

pressures have reduced this to 10% or even 5%. In the future, availability will be the manufacturer's responsibility. Spare vehicles will be owned by the manufacturer, who will take responsibility for, and pay for, any breakdowns, he claimed.

With the increased complexity of electrics, it will become more and more difficult for operators to have the expertise and equipment to maintain vehicles themselves, he predicted. Repair and maintenance will be a manufacturer's responsibility over the full life of the product. 'I strongly believe that is the future. We have to be better than today. Customer care counts.'

Wrightbus

Just as Scania had thoroughly tested the chassis prior to its introduction

to the UK market, so Wrightbus had carried out extensive testing in Northern Ireland where the bus was tilt tested. This included the automatic heating and ventilation system. A new feature that created positive feedback when the bus was launched was the Spraytech flooring. This was first applied to the company's own factory floor two and a half years ago and has stood up well.

Michael Polly concurred with Bo's views with both men emphasising the importance of the partnership between the two companies so that the operator is offered a single fully engineered product. Additional options will include gasket glazing and a centre door as a result of the testing programme.

After a chassis test programme, Wrightbus wanted to thoroughly test and prove the durability of its body at Millbrook. This included the special features which make the product unique such as the Aluminique modular toggled body alloy system, the Floline floor system, the Linea 200 cantilever seats and a new range of internal fittings.

The R3 split pillar system withstood the full life endurance test with all bolts remaining at production torque settings. This, pointed out Michael, should result in a dramatic reduction in downtime, repair costs

and spares costs when repairing damaged pillars. Research by Wrightbus indicates that a R3 pillar damaged below the plank can be repaired in less than an hour. With a standard non-split pillar this procedure could take up to a day and a half because windows, seats and internal fittings must be removed to allow access.

The front and rear corner panels of the body utilise a polypropylene and glassfibre composite which, says the bodybuilder, are extremely durable on impact. These Protech panels have been thoroughly tested by Wrightbus for eighteen months. Unlike glassfibre panels, which can chip even in a low speed accident, Protech units retain their shape and can be repaired with a fresh coat of paint.

Wrightbus's commitment to offering the customer a complete package throughout the life of the product is not just confined to body design but also the ease in which seats, handrails, luggage racks and panels can be installed, replaced and refurbished. Its full range of ReGen R8 cleaning products include glass cleaner, polish, moquette cleaner and colour restorer. Said Michael: 'We now have a vehicle that looks good, is easy to repair, easy to clean and look after across its full life.'

By Andy Izatt

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Mercedes-Benz

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Plaxton Cheetah Mercedes Vario

Plaxton's Cheetah minicoach was launched at Coach & Bus '97 and generated considerable interest with its stylish lines. It has proved popular with operators, so much so that other manufacturers appear to have emulated its styling.

B&CB has visited Golden Boy Coaches of Hoddesdon to talk to Terry McIntyre about the three Cheetahs that his firm operates. The firm operates 27 vehicles, 12 of which are Volvo Van Hool and 14 Mercedes mainly with Plaxton bodies. Golden Boy bought its first 29 seater Cheetah with large boot in September 1998 and followed up with another two in September last year. One had a similar specification to the original acquisition while the other, a 33 seater, has the smaller boot. Terry has been very pleased with his purchases and consideration is being given to buying another Cheetah in the near future.

Cheetah

Only available on the Mercedes Vario, the steel body frame of the Cheetah is treated against corrosion and undersealed. Single stretched stainless steel panels are bonded each side above aluminium skirt panels and the roof is one piece GRP. The rear panel and front wings are GRP while the Vario grille is retained along with the lights and the panel underneath. An air operated in-swing door is specified as is tinted toughened side glass and a one piece curved windscreen. Ventilation is via two lift-up roof vents and forced air in the luggage racks.

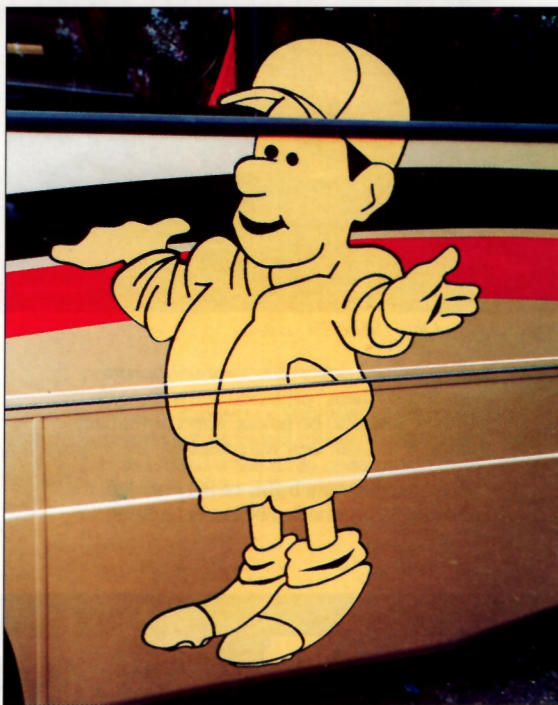
When first introduced, a range of seating options was available giving a capacity of up to 33. This was with full width MTB Buckingham seats with three point lap and diagonal inertia-reel seatbelts. Subsequent changes to the Vario specification include a Telma retarder as standard and a Metalastik Bush body mounting system which have added to the weight of the vehicle. Uprating the chassis to 8.2 tonnes means 33 seat versions can still be offered, though at the expense of a 60mph speed limit and no access to the third lane on motorways.

When launched, the rear boot combined with nearside and offside lockers gave an approximate capacity of 2.875 cubic metres, although a bigger boot option was introduced in 1998 giving overall space of around 3.63 cubic metres. Options available with the Cheetah include double glazing (available since late 1998), Suttrak air conditioning, courier seats, television and video systems, catering facilities, tables, toilets and reclining seats.

Power comes from a Mercedes OM 904 LA turbocharged and intercooled four-cylinder direct injection diesel engine rated at 136 bhp, driving through a ZF five speed synchromesh gearbox. Disc brakes feature all round and the



Golden Boy operate three Plaxton Cheetahs.



The Golden Boy emblem.

chassis has leaf suspension at the front and air at the rear.

Golden Boy

Terry McIntyre explained his family had been involved in coaching since the late 1960s with his father, Terry senior, buying the firm from his brother in 1973. After both had worked for the civil service, Terry and sister Geraldine joined their father in the business in 1983. 'We

have always done contracts and coach hire,' explained Terry. 'We have never done holidays and only dabbled in excursions.'

A new direction was taken with bus deregulation in 1986 when Golden Boy won its first contracted bus service from Essex County Council. Bristol LHs were used initially, later being replaced by Leopards and two new Swifts. Terry senior is from Donegal and for a number of years in the early 1980s an Irish service was operated for the summer months. At this stage a booking office was established in Hoddesdon and this later provided useful support for the bus operation.

Following approaches from the Lynton Group, the bus operation was sold in 1992. Terry recalled how both he and his sister had become more involved in the firm with their father and were keen to continue with the rest of the business. Eleven vehicles were sold leaving around 15 coaches including Bedfords, Leopards, a couple of Tigers and a Van Hool T815 bought new.

'All the bus drivers stayed with us,' recalled Terry. 'We had enough contracts to keep them happy. We had to build work up particularly on the coach hire side. We bought our first Mercedes 811D Plaxton Beaver 33 seater from Bob Vale in July 1993.'

It was the first of several Mercedes minicoaches which have joined the fleet since. 'We realised these Mercedes could earn us money,' said Terry. 'There is never any massive expense on them. The engines keep on going. Parts are reasonably priced. We used to buy from motor factors, but Mercedes has brought its prices down in line so now we get all our parts from them.'

'The first Beaver bought from Bob Vale had 33 seats and was down seated to 29 with a couple of tables. We looked at conversions but found that coachbuilt was the safer bet. The build quality of the Beaver was superb. No problems and we felt confident with it.'

'In 1995 we wanted to buy a new 33 seater. We had two or three second-hand Beavers by then. We looked at the Autobus Classique. The prices were the same as a Beaver, but the Autobus had rack blowers and curtains. Plaxton wanted £2,500 to put them in. Autobus did more to sell the vehicle. Frank Chandler at Carriageways took us up to the factory and showed us what they were doing. It was our first Mercedes 814D with air brakes and cost £60,360.

'It's still a reasonable vehicle, but I would prefer a Beaver. Rack blowers have become a standard. We have bought another three second-hand 811 Beavers through Steve Taylor. I think the Plaxton is a stronger vehicle.'

First Cheetah

A factor in Golden Boy's decision to purchase its first Cheetah was Kirkby's willingness to take the firm's first minibus, a 1986 Iveco which had been used on local service work, in part exchange.

The S-registered coach was finished in a stylish black based livery to match the firm's recently acquired new Van Hool Alizee 2 bodied Volvo B10M. Colours were applied 'on-line' prior to the vehicle's completion. It had 29 MTB seats, a bigger boot and Streamline alloy wheels.

The Cheetah has performed well, is cheap to maintain, and returns excellent fuel economy. Terry's biggest concern has been in sorting out minor defects. He explained that he had faxed Plaxton's warranty section detailing items that needed to be corrected but found it difficult to get a satisfactory response. 'They don't react like they should,' he observed. Ben Werth, the salesman he had dealt with at Kirkby, moved to Evobus, but Andy Warrender at the Anston dealership has been very helpful.

'There are still items which are outstanding including treating rust on the emergency door beading,' observed Terry. He added that part of the delay in putting things right was down to the fact that he was only prepared to release the vehicle when it was not otherwise scheduled to work. Faults notified prior to the warranty peri-



The first Cheetah was finished in a black based livery.



A rear view of the 1999 29 seater.

od expiring are dealt with. 'They will honour them and do them,' explained Terry. 'But I do feel there seems to be no-one direct at warranty support who I can deal with officially.'

Terry speaks very highly of Bill Harris at Plaxton in Ware who has been very helpful.

The coach developed a loose aerial with in a couple of days but this was quickly put right under warranty at Ware.

With its large boot, the coach has a substantial rear parcel shelf. To prevent any items sliding off and hitting passengers sat on the rear

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The original 29 seat Cheetah interior.



Inside the 1999 Cheetah with 33 seats.

seats, Plaxton installed a box section lip. However this was removed to make way for a floral display when the coach was used for the funeral of one of Golden Boy's drivers. Although it could be reinstalled, this has not been done. Terry believes that Plaxton had stopped making the installation itself because it

potentially obstructed an emergency exit.

A very minor boot leak was solved by the application of additional rubber. Golden Boy has also found it helpful to uprate some fuses. A unit that proved difficult to replace, because of restricted access, was the demister, but this

had also been true with the Beaver.

The local Mercedes dealership, Spellbrook, dealt with what appeared to be brake shudder in May last year. When trying to refit the front wheels, Spellbrook encountered problems with the front alloy wheel studs. As a result steel wheels had to be fitted for a period of time until the wheel stud problem was resolved.

Work had to be completed prior to midnight on the last day of the warranty period. Terry found this out when he contacted the dealer just before the expiry time with a problem and the vehicle had to be rushed in that evening to have the work carried out.

The same coach also needed engine work. The wrong cylinder head had been installed at the factory and this had to be replaced along with new pistons after the engine dropped a valve. 'I feel it was one of those things,' said Terry. 'I am not aware of any other Vario engine problems with other operators. We still had confidence in the product which was reflected in our future purchasing.'

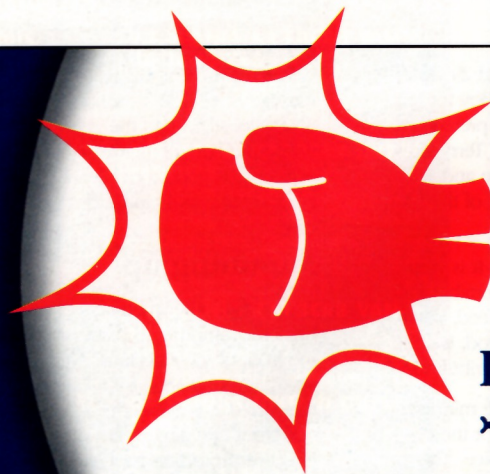
Two more

Golden Boy needed two additional mini-coaches for new contracts that started last September. 'We knew that we wanted that size of vehicle,' recalled Terry. 'There were no trade-ins so we went to Kirkby to look at second-hand 25 seat Mercedes 711D and 33 seat 814D Beaver coaches, but saw that they had a stock of Cheetahs. The price on the used 25 seater was too high while the 33 seater was a little untidy so we started looking at Cheetahs. 'The mpg on our black one justified it,' he recalled.

The decision was taken to purchase another 29 seater, similar to that already owned, and a 33 seater with a smaller boot. 'There were not two 33 seaters with the same moquette,' said Terry. 'We thought 33 seaters would always be available. The majority of our Beavers are 33 seaters, but the 29 seat Cheetah has done a lot of work and there was no problem with luggage capacity.'

He went on to explain that the 29 seater had been particularly useful for airport transfers where it could take a full load of passengers and their luggage. With a 33 seater, some luggage needed to be carried inside the saloon, reducing passenger capacity to around 25. 'There is enough demand for another 29 seater in the fleet,' he observed.

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Both new purchases were finished in stock white with the firm paying £72,600 for the 29 seater and £73,000 for the 33 seater. They went into service almost immediately and were so popular that it was another two months before there was a suitable opportunity for Kirkby's to re-spray them into Golden Boy's gold based livery.

Both gold Cheetahs had been in service for around 11 months when B&CB visited the firm in August. Consequently warranty issues were foremost in Terry's mind. The MTB seats feature a different type of three-point belt to the black Cheetah. Side mounted, they have a tendency not to feed properly and a concern was a spot of rust on the offside beading.

Minor problems encountered with the air operated in-swing doors were that, in one case, the door has marked the paintwork. The bottom hinge covers, made of thin aluminium, were twisting as well, although neither had been an issue with the first Cheetah. Relay delays resulting in the door taking too long to open and in a couple of cases not opening at all have already been dealt with under warranty.

The gold 29 seater has been to Spellbrook three times to try and sort a noise from the back axle, which Terry suspects is a prop-shaft problem, but the dealer has been unable to find a fault. There was a similar noise on the 33 seater caused by a U-J knuckle sheering. Spellbrook made a knuckle up and the coach was back on the road the same day. It was originally thought that a new prop-shaft would be needed which would have taken several days to arrive.

Engineer's thoughts

Engineer Graham Leeson has been with Golden Boy for 27 years. Of the Cheetah, he said: 'In general they are not too bad at all. On the black Cheetah the entrance step came adrift, but we put it back in ourselves.' The emergency door buzzer also kept going off. Minor concerns with the newer pair were wipers coming loose and sensor problems.

'They are no problem to work on,' said Graham of the model. 'There is good access to components and there has not been excessive consumption on perishables.'

Driving view

Kjell Saele is the driver of the gold 29 seater Cheetah. He has been with Golden Boy for ten years and driven PSVs for 13 having previously been employed by London Country. Terry likes to keep drivers with a specific vehicle and Kjell's previous charge had been one of the 53 seat coaches.

He said: 'I have had it from new. It is very good to drive and it's nice and comfortable for me. The wind can catch it at high speed, but it handles well. The turning circle is good. It's OK on hills, and there is good weight distribution.'

He did criticise the position of the mirrors. 'You have to move your head a lot for the off-side one. It's nearly level with your face. The

nearside is quite good. The pillar positions can restrict the view to the right and left at junctions.' He added that he had fitted his own convex mirror inside, which allowed him to see more.

'The position of the controls is good,' he went on. He felt that a nearside screen blind would make a difference, or a longer blind might help, when driving into the sun. Reflections from the windscreen could also be a problem at night.

'Passengers say that the coach is comfortable, but legroom is a bit narrow for some compared with a big coach. They use the belts

each on a Van Hool, can represent a significant cost.

'Overall, I like the Vario,' he said. 'It's a better vehicle to drive than the older Mercedes. We were aware of the suspension and brake problems with the earlier Vario buses, but had been led to believe that they had been sorted with the Beaver 2 coach and the Cheetah. We have not had any problems with suspension and brake wear has been very good.'

Commenting on brake consumption, Terry explained: 'We are very aware of the cost of wear. With the Volvo Van Hool, a Telma makes an enormous difference. Secondary braking devices are a help and we do little brake work as a result. They are good from a cost and a safety point of view.'

He went on to explain that with the black Cheetah, the rear pads were replaced at 36,734 km, and 43,317 km for discs and pads at the front. The rear pads were replaced again at 68,000 km and around 92,000 km. 'I am really happy with that,' said Terry.

On the gold painted 29 seater, front pads were replaced at 61,891 km, those on the rear at 42,217 km. The gold 33 seater needed them changing at 41,026 km for the front and 28,758 km for the rear. 'I was surprised at the difference. The regular driver in the 29 seater initially drove using the exhaust brake where as the driver of the 33 seater didn't. With the Vario it took time for some drivers to realise that, unlike the Beavers, the exhaust brake did not come-on automatically with the foot brake. Each vehicle does around 70,000 km a year. Changing pads twice a year is a quick job, not a problem, and pads are relatively cheap.'

Golden Boy uses Triscan fuel management and looking at fuel consumption figures over a seven month period, the black Cheetah has returned an average of 19.4 mpg while the newer pair have given 17.6 mpg. Terry would expect between 16 and 18 mpg for the Mercedes Beavers in the fleet.

He observed of the difference: 'I am not dissatisfied, quite the opposite. Just intrigued. The only difference between them is the alloy wheels on the black Cheetah.'

Terry uses Michelin tyres on the front with generally remixed at the back. The black coach had new tyres on the front after 122,000 km costing only £130 each. The original tyres are still on the rear uncut with 3mm of thread having already covered 148,784 km.

He summed up: 'A Telma or double glazing is fine but it should not be at the expense of seats. Air conditioning is not a priority with us on that size of vehicle. Yes, I would buy Plaxton again. I feel that if I have a problem it will be sorted out. From a customer point of view the Cheetah is very good. We have had very positive reports back. Out of the vehicles available, I feel it is the most attractive. They are a vast improvement over the Beaver and running costs are very good. We expect residual values to be as good as the Beaver as well.'

By Andy Izatt



The drivers area of the V-registered 29 seater.



Graham Leeson felt access to components was good.

because they are three point. They wouldn't if they were lap belts, but they sometimes have problems putting them on and I have to keep untangling them.'

'Other drivers comment on the styling. They do like it and it gives you a bit of pride. It's a nice coach. You get good feedback on it and it's easy to clean. The luggage space is excellent for the size of vehicle. I found that out with the Scouts locally. I had the golf club away for a week and had all their cases in the back. Fuel economy is good too. I went to Welshpool and back on one tank and didn't need the agency card.'

Summing up

As with other members of the fleet, Terry has used Amoufend paint protection film on the front of the Cheetahs. Although it is not cheap, around £350 for a Cheetah and £600 for the Alizee 2, it does offer a high level of protection from chipping. It has also proved to be effective protection for headlights, which at £45

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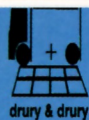
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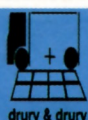
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1982 LEYLAND TIGER PLAXTON SUPREME V,

53 seats with lap belts, MoT June 2001, clean + reliable vehicle, ready to work,

£5,750 ono.

01483 233402

BCB/579/6080/SR



M Reg Volkswagen LT35 Minibus,

17 seater fitted with 3 point seat belts, manual diesel, approx. 30k miles, MoT to 8th Sept 2001, ex school. Offers as Sealed Bid by noon 29/9/00. For full details

Tel. 01745 852312 or

Fax. 01745 855204

BCB/579/6084/SR

SHOWROOM



LEYLAND SWIFT

9M long 39S retrimmed seats, roof racks, new stretch panels and lower panel, new tyres, brakes, clutch, alternator etc in last 4 months, radio, PA, CD, tinted windows, tested May 2001

OFFERS

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REFINANCE IS OUR SPECIALITY - YOU CAN RAISE MONEY FOR ANY PURPOSE BY UNLOCKING THE EQUITY YOU HAVE IN YOUR EXISTING FLEET

1986 LAG Panoramic Exec
46 seats + courier, toilet,
air con, video, monitor,
fridge, bunk, rear servery

THIS VEHICLE COULD BE
YOURS FOR ONLY
£160 + VAT A WEEK!

For further information
contact Chris on: 0208
390 8201

BCB/579/6170/SR

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1997 Volvo B10M Mark IV Berkhof Excel Super Luxury,

27 large reclining Vogel seats,
courier, full air conditioning with
climate control, centre sunken
toilet, continental door, fridge,
boiler, 2 x monitors, telma, fully
carpeted, many, many, extras, only
120,000 kms, immaculate .£85,000

TEL: 01494 716996

BOB VALE COACH SALES

BCB/579/8180/FC

1989 Merc 709D, P/P, 24
passenger seats, 2 tables,
TV/Video, radio cassette, P/A,
taxed Feb 01, tested March 01,
owned from new F.S.H. . . . £8950

1990 Merc 408D, 15 high back
passenger seats, high roof, radio
cassette, taxed Jan 01, tested May
01 £4950

1989 Ford Transit 190, 16
high back passenger seats, L.W.B,
high roof, radio cassette, taxed
Oct 00, tested June 01 . . . £2500

1990 Ford Transit 190, 16
high back passenger seats,
high roof, test Dec 00,
taxed Jan 01 £2000

Genuine reason for sale.
All in good condition
inside + out, diesel engines,
seatbelt compliant,
ready for work immediately.
**Prices quoted are + VAT and
are open to offers.**

**Phone eves, w/e's only:-
0114 2514170 (Sheffield)**

BCB/579/6076/FC

1992 (PP) SCANIA K93 CRB CAN VOOL
ALIZEE I HE, 55 seats, seatbelts, MoT till
April 2001, large luggage space, stereo and
PA £49,950 + VAT + tyres

1995 (M) SCANIA K113 CRB/VAN HOOL
ALIZEE I HE, 40 seats, seatbelts, MoT till April
2001, toilet, boiler, microwave, fridge available
but not fitted, boiler, video, stereo, PA, conti-
nental door, Telma £77,500 + VAT + tyres

1996 (N) SCANIA K113 CRB/IRIZAR CEN-
TURY, 49 seats, seatbelts, MoT till May 2001,
toilet (tables available but not fitted), Telma,
continental door, video, stereo, PA, Irizar cli-
mate control £110,000 + VAT + tyres

1992 (K) LDV TURBO/G&M CONVER-
SION, 3 point seatbelts, MoT till
January 2001 £3,500 + VAT + tyres

DORSET TRAVEL SERVICES LTD

Contact Marc Reddy or
John Price on 01202 636100

579/6113/FC

End Of Season Sale

**2 x Setra 228 DT
Merv V8's**

75 seater exec deckers,
usual Setra refinements,

1983 £28,000

1986 £36,000 (New MoT)

**For Quick Sale
01724 843355**

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Volvo B10M - Plaxton 3500 - Expressliners 1993 (December) - L Reg.

Choice of 4 -

Available November

Offers around £45,000 each

Tel: 01773 536336

BCB/579/6030/FC

1978 (R) Leyland Leopards

62 and 63 seaters, single
deckers, 4 speed
manuals, both MoT'd 2001
(March/July), 3+2 seating,
ideal for school work

£3,000 each ONO

01501 820 598

(Lanarkshire)

BCB/579/6112/FC

1981 Volvo Viewmaster, 53
seats, retrimmed 3 years ago, fully
auto, new gearbox, good condition
for year, MoT Feb 2001 £8,950

1980 Volvo Supreme, 11 metre,
53 seats, 6 speed ZF, tidy for year,
MoT March 2001 £6,950

2000 gallon fuel tank, new
specification with tray £750

Portacabin Office, 9 metres
long, good condition £750

**Phone David Brown, Crawley
(01293) 521002**

BCB/579/6116/FC

4 x LEYLAND TIGERS

53 seating + 25 standing,
1987, East Lancs bodies.

**Ideal for
school contracts.**

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01226 716 166 (eves)

BCB/579/6013/FC

Blackburn Transport
have for sale the following
2 x national Greenways
refurbished by East Lancs.

1993 Volvo engine,
49 seats, 11 metres
£10,000 each.

Volvo B10M Caetano 49/53
seats, centre toilet, servery,
Telma, A/C
£37,950

Volvo B10M Caetano 49/53,
centre toilet servery, Telma.
£30,000

**Ring Jim Hilton
01254 51112**

BCB/579/9991/FC

1985 Setra 215 HD

49 + crew seat, centre
sunken toilet, continental
door, MoT May 01, very
good condition

£32,000 ONO

Contact: Raymond or Stevie
01698 822111

BCB/579/6111/FC

BREAKING

**1996 Volvo B10M
Plaxton Premiere**

All parts available

**Tel: 01889 271276 or
Mobile: 0976 160451**

BCB/579/6120/FC

FORECOURT

1981 Bedford YMT Duple Dominant III, 2 owners from new, 53 seats fair belts, power door, MoT 4/2001 . **£1,950**

1983 Ford R1115 Duple Dominant IV, 53 seats, belts, power door, resprayed white, 1 years MoT **£2,850**

1980 Leyland Leopard Plaxton Supreme IV Express, 53 seats, belts, long MoT 5/2001 **£3,000**

1980 Volvo B58 Duple Dominant II Express, 53 seats, Inertia belts, 2 owners from new, outstanding condition, available MoT 5/2001 **£4,750**

BREAKING

Bedford Spares on wheels

1977 YMT Plaxton Supreme III, no seats, mechanically very good, prepared for test, drive away bargain. **£500**

1979 AEC Plaxton Supreme III, 57 seats, belts, Power door, MoT 8/2001 **£3,000**

1981 Leyland Leopard Duple Dominant III, fitted with 61 seats, manual gearbox, ideal for schools, sold with new MoT **£3,500**

All plus VAT
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BCB/579/6155A/FC

1992 VOLVO B10M EXCALIBUR



49 recliners + courier
Complete new interior by Eastgate Trimmers

MoT til Jan 2001
Reduced for quick sale!
£65,000 £52,000 + VAT ono

For details tel:
0208 5748764 or 07947 604590

BCB/579/9878/FC

MAN RIVIERA Executive, Reeves Burgess Body, 28 seats 1984 First Reg 10/04/84, MoT 10th May 2001, Radio, PA, TV and Video **£6,000 plus VAT**

1982 MAN, Van Hool Acron, Private plate 01/04/82, 48 seater, belts, toilet, TV and video, radio, PA, fridge, coffee machine. MoT 31st July 2001 **£20,000 plus VAT**

FORD 1979 DUPEL Body, 53 seater, MoT 26th July 2001. Excellent contract vehicle. **£2,500 plus VAT**

VOLVO B58 Spares. Good engine & gearbox & back-end. Brand new radiator, new brakes, steering overhauled, stub pins renewed. New air brake chamber fitted. Assorted windscreens & glass.

B58 Engine, Cylinder heads, good condition.
1977 Ford Coach, Duple body, good gearbox, assorted windscreens & glass, good tyres.

Tel: (01224) 790258

BCB/579/6122/FC

Gatwick Commercial

1981 (W) BEDFORD YMT Duple Dominant, 54 seats all with Ministry tested retractable belts PSV MoT'd till May 2001. Superbly retrimmed in modern moquette very recently. Maintained to first class standards by one council owner from new. Absolutely superb and ready to go to work **£4,995**



1980 (V) BEDFORD YMT Cummins Conversion Plaxton Supreme (Paramount front) 54 seats all with Ministry tested seat belts. Retrimmed in recent years. Service history, last ten years, reliable, valeted and ready to go to work. PSV MoT'd Till April 2001 **£2,995**



1973 (M) Bristol RELL Service Bus, Leyland 680 Semi Auto, with power steering, superb drive, 49 seater, retrimmed in recent years including Dip-tac by Blue Bus Services Newcastle, Class 6 PSV tested till July 2001 Would suit further service or Enthusiast. Ultra reliable **£2,495**



1992 (J) MERCEDES 0609 Pilcher Green conversion, 20 passenger seats, all with new 2 point seat belts, Ministry inspected. Supplied with new PSV class 6 MoT. Perfect for school contract work etc. Owned by NHS trust from new. Maintained on 6 Week maintenance contract. Very low mileage. Superb throughout. Re-moquetted seats in recent years. Value here at **£7,995**



Chris Price

Tel: 020 8541 5441 Mob: 07860 713 636

BCB/579/8501/FC

R REG LDV CONVOY, Hi top 17 seat diesel buses. Ford engine & box. **£9,995** Choice of 2

N REG RENAULT MASTER WELFARE BUS, white, very clean. **£7,500**

1996 N REG OMNI, 9 seat + 3 wheelchairs, 70,000kms, lowering suspension, very nice condition. **£6,500**

M REG IVECO 49.12.17 seat bus. White. **£6,995**

M REG LDV, 17 seat diesel Minibus, 42,000 miles, full belts. **£5,995**

M REG RENAULT TRAFFIC BUS, petrol with wheelchair ramp. **£4,995** no VAT

FIAT DUCATO 1994 L REG HI TOP DIESEL BUS, PAS, only 35,000 miles, FSH, mint. **£5,500**

L REG ESCORT CHAIRMAN, white, one owner. **£3,995**

L REG LDV 400, H/T Welfare bus with hideaway lift. **£4,500** choice of 3

L REG TALBOT FREEWAY WELFARE BUS, DIESEL, low mileage, choice of 2. **£4,995**

K REG MERCEDES 609, Welfare bus. **£7,995**

J REG MERCEDES 814D WELFARE BUS, with Ricon lift, 20 seats or 10 wheelchairs. **£11,995**

J REG LDV 400, coach built Welfare bus with chair lift. **£3,995**

MERCEDES 609D WELFARE BUS H REG, COIF, one owner. **£7,995**

G REG LWB DIESEL DORMOBILE BODY, Welfare buses with wheelchair lift. **£2,995**

E REG MERCEDES 308 WELFARE BUS, diesel, white, very clean. **£1,500**

C REG DENNIS LANCET, 26 seat, wheelchair lift, auto, PSV, COIF, one owner. **£3,995**

2 FORD TRANSIT
L REG FRONT LINE AMBULANCES
TURBO DIESELS **P.O.A.**

Many More In Stock
STOCK CHANGING WEEKLY
FARM CARS + COMMERCIAL
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BCB/579/6140/FC

1984 DAF MB CAETANO ALGARVE
48 seats, white, continental door, rear toilet, TV, wired for video, MoT 19-9-01
£12,500 ONO
1988 VOLVO B10M CAETANO ALGARVE
49 seat, white, centre toilet, TV, wired for video, MoT June 2001
£36,500 ONO
TEL: 01254 238808
OR 0411 778121

BCB/579/9886/FC

1990 G Renault Dodge, MkII 25 seat bus spec, 5 speed manual, phasor engine, certified belts **£2,750**

1987 D Ford Transit, 16 bus seat 2.5Di, Mellor body, bus spec, certified lap belts. **£2,250**

1983 Bedford YNT Duple Laser, 53 seats, retrimmed, good condition. Priced to sell at **£3,950**

For further details please telephone 01249 44 44 44 (evenings) 01249 783 042

BCB/579/6141/FC

E. STOTT & SONS HUDDERSFIELD

Offer the following Vehicles for Sale
1988 P/P MERC 709D BEAVER, 25 coach seats, racks, boot, rad/cass. MoT 28-2-01, vgc **£6,000 + VAT ono**
1988 P/P MERC 609D BEAVER, 25 coach seats, racks, boot, rad/cass. MoT 4-11-00, vgc **£6,000 + VAT ono**
1989 P/P MERC 811D BEAVER, 25 retrimmed coach seats, racks, boot, tints, coach door, MoT 31-7-01, vgc. **£7,500 + VAT ono**

All the above vehicles are white with removable vinyls
Finance can be arranged
Tel: 01484 460463 (Day)
01484 688488 (Eve)
0831 412644 (Mobile)

BCB/579/9890/FC

Loss of contract forces sale of the following:

1988 Volvo B10M. 320 Duple Body. 1yrs MoT. 53 reclining seats, new Drum brakes. **£22,500 ono.**

1991 Talbot Express 2.5D. 14 highback seats. 3 point belts, New clutch, Many new parts. MoT March 2001 **£2,000 ono.**

1989 Ford Transit SWB. 11 high-back seats with headrests. 3 point belts. Good condition. MoT Feb 2001. **£1,750 ono.**

Nissan Vanette, 6 passengers seats. 1997, high miles, many new parts **£5,500 ono.**

Possible P/X. for 24/33 seaters.
Tel: 01634 848484 (Kent)

BCB/579/6130/FC

1988 DAF MB230 Caetano Algarve

49/53 seats, toilet, TV, video, radio/PA, drinks machine, PP seatbelts, 1 previous owner, in good condition throughout, tested Aug 2001.

Possible P/X

£20,000 + VAT

Tel: 01773 719278

BCB/579/9881/FC

B10M's

Jonckheere P599 1986 PP
49 recliners + courier, belted, toilet, video, drinks machine, Tempo 100. Telma, splitter, air con. tested 2001.

Caetano Algarve 1986 PP
49 recliners + courier, belted, toilet, video, drinks machine, Tempo 100, tested to 2001.

Plaxton Paramount 1988 PP
48 recliners + courier, belted, toilet, video, drinks machine, Tempo 100, tested to 2001.

£25,000 each

Contact Mike or Martin
01491 680354

BCB/579/6137/FC

JOHNSONS COACH TRAVEL

offer for sale the following:

1996 TOYOTA OPTIMO 3, 21 seater, very good condition, 12 months MoT, full history, owned by us from new **£26,995 plus VAT ono**

1978 LEYLAND AN68/IR DOUBLE DECKER, 80 seater, MoT Jan 2001, good condition for age. **£2,000 plus VAT ono**

1979/81 FORD R1114/R1014 choice of three, no sensible offer refused, two with MoT until March 2001. Ideal for school contracts.

For further details contact
Peter Johnson on
01564 797000 or 07979 245033

BCB/579/6127/FC

DOUBLE DECKERS

IDEAL FOR SCHOOL CONTRACTS

TEL: 01226 722052

BCB/579/6129/FC

LOOKING FOR 33 SEAT EXEC WITH ECONOMY & AIR SUSPENSION MERCEDES & CHEETAH,

Immediate

33 & 29 recliners

R.reg 33 + 37 seat coach. P.reg 37 seat exec and all in between sizes
Choice of 5 used, 33 seats

WE HAVE SOME GOOD RUNNING MERCEDES FROM £3,000 TESTED
Blythwood Motors,

Glasgow
0141 221 3165

BCB/579/6155B/FC

FORECOURT

N REG LDV 400 SWB LOW ROOF 2.5 D/TURBO

11 high back moquette seats,
3 point retractable belts, S.L.D,
brand new cylinder head (not recon)
500 miles only, very spacious new
conversion, taxed + 12 months PSV
£4995 + VAT ono
L reg LDV 200
2 Litre Diesel S.L.D
11 cloth seats, 3 point belts, taxed +
PSV Jan 2001 **£3295 + VAT ono**
Tel: 0121 4302655
or 07974 818192

BCB/579/6201/FC

1979 Bedford Supreme IV

**35 seater, seat
belts approved,
10 month MoT, VGC**
£2,990 ono + VAT

01244 819878
07884 366025

BCB/579/6163/FC

2 x 1995 BOVA FUTURA FHD,
air con, telma, full exec, crew com-
partment, 49 seater, very clean
coach**£85,000 ONO each + VAT**

2 x 1993 PLAXTON PREMIERE
3500 B10M, full exec, telma, 49
seater**£55,000 ONO each + VAT**

1 x 1987 VANHOOL ALIZEE B10M
MARK II, 49 seater, telma
.....**£36,500 ONO + VAT**

Tel: 07714 894645
or 07714 894639

BCB/579/6164/FC

LEYLAND LEOPARD PLAX-
TON 1980. MoT May 2001,
53 seats + belts, good reliable
contract vehicle.

.....**£2,900 + VAT**

1980 VOLVO B58 PLAXTON,
57 seats. Tested to June 01.
.....**£6,000 ono**

ILLNESS FORCES SALE
Tel: 0115 9393 490

BCB/579/6165/FC

1990 MERCEDES 609D, 24 seats,
owned since new, MoT 03/01.....**£6,500**

1993 MERCEDES 308D, 12 seats, MoT
09/01.....**£3,000**

1992 MERCEDES 410D, 16 seats, MoT
07/01.....**£4,000**

1991 MERCEDES 408D, 16 seats, MoT
03/01.....**£3,500**

*All the above vehicles very
smart and repainted in red*
Tel: 01236 423621

BCB/579/6098/FC

1987 P.P. MAN VAN
HOOL ACRON. 51 seat
exec. Centre toilet, TV
video, MoT June 2001.

1985 P.P. VOLVO B10M
PLAXTON 3500. 49 exec.
Centre toilet, MoT May
2001.

Tel: 07836 799583

BCB/579/6159/FC

EXECUTIVE COACHES

98 IVECO BEULAS EURORIDER
350, luxury air con, choice of 3,
low mileage eurorider, all extras
Competitively Priced, P/X consid-
ered, phone for further details.

98 B10 VAN HOOL II, 49 super
exec, low miles, air con, all
extras

Plus selection of 14 coaches
from 82 onwards B10 +
DAF + MAN + Leyland
UP TO 7 YRS FINANCE
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BCB/579/6155E/FC

JONCKHEERE MAN DEAUVILLE 16 290 9/92

49 reclining seats, video, fridge, drinks
machine, retarder, Webasto, double
glazed, centre sunken toilet, power
centre door, blinds, certified retractable
seatbelts, ABS, **SOLD WITH NEW**
MoT Respray can be arranged.

£63,000

Happy Wanderer Tours.
Call Mike Chappell
on 01728 830358

BCB/579/6166/FC

1982 JONCKHEERE
BERMUDA DAF MB 200
53 exec, retrimmed.....
.....**£8,000 PLUS VAT**

1981 JONCKHEERE
BERMUDA DAF MB 200
51 W/C**£5,000 PLUS VAT**

*All vehicles in daily use and are
ready to work, will take open top
decker in part exchange.*

Phone Peter on
0151 944 1334
or 07799882501

BCB/579/6094/FC

2 x Mk 2 Leyland Nationals

First reg 1/12/81 & 10/3/81. MoT
till June 2001 and Aug 2001.
Good condition, price.....**£2,200**
each or **£4,000** for both.

Plaxton Paramount Mk 2. Daf
MB 230, 51 + crew seat + toilet,
white. Very good condition, MoT
March 2001.....**£15,000**

Tel: 01236 423621

BCB/579/6095/FC

BEDFORD 1982 DUPL 500
TURBO, 53 seater + belts. Front off-
side damage, but good condition body
& interior. No MoT. Spares or repair,
Drives OK.....**£900 + VAT**

FORD TRANSIT 1989 2.5 DIESEL,
15 seats + belts, 1 owner from new,
drives well. MoT 25/05/01.....
.....**£3,000 + VAT**

VW 1989. LT 28 DIESEL, 16 seats +
belts, drives well. MoT 23/03/01.....
.....**£2,000 + VAT**

Tel. or Fax: 01489 797990
RAY DUNN COACH TRAVEL

BCB/579/6156/FC

1987 LEYLAND TIGER DUPL 320, 57
seater + courier, White, MoT till Feb 2001.

1987 LAG PANORAMIC EXEC, 49 seats +
courier, air con, centre sunken toilet, TV,
video, water boiler, fridge, radio, cassette, PA

1980 VOLVO B58 PLAXTON SUPREME,
57 seater + courier

RENAULT S75 REEVE BURGESS
BEAVER BUS, 31 seater, MoT till Jan
2001

LOW DEPOSIT FINANCE AVAILABLE

**INTERESTED IN ANY OF
THE ABOVE
PLEASE CONTACT CHRIS
ON 0208 390 8201**

BCB/579/6171/FC

FOR SALE DUE TO LOSS OF CONTRACTS

PLAXTON, GT BEDFORD, 53 reclining
seats, fully belted with curtains, tinted
windows, W reg, VGC, MoT April '01.....
.....**£3500 + VAT ono**

CAETANO ALPHA FORD, 53 belted
seats with curtains, V reg, VGC, MoT
April '01.....**£3250 + VAT ono**

LEYLAND SHERPA FREIGHT ROVER,
F reg, 16 seater, fully belted, MoT April
'01.....**£1500 + VAT ono**

Tel: 01792 816385
or 0467 302702

BCB/579/6091/FC

1991 VOLVO B10M VAN HOOL

Auto, 49 reclining,
seats with belts,
continental door, toilet,
fridge, hot drinks,
video.

£52,500 + VAT.

TEL: 01204 557808
or 07785 261988

BCB/579/9896/FC

1988. PP. Volvo B10M. Full exec. coach.

49 reclining seats,
retractable belts, toilet,
coffee machine, video. etc....
6 speed ZF G/box.
Ikarus blue Danube body.

£34,500 ONO + VAT.

Tel: 07720 451890
or 07720 451889

BCB/579/9897/FC

1987 VOLVO B10M PARA-
MOUNT 3500 MARK III, 51/57
seats, demountable toilet.....
.....**£38,000 + VAT**

1985 VOLVO B10M PARA-
MOUNT 3200, 57 seats.....
.....**£26,000 + VAT**

1983 VOLVO B10M PARA-
MOUNT 3200, 50 seats + toilet.
.....**£20,000 + VAT**

*Above have been retrimmed +
repanelled and in excellent condition*

Phone:- 01352 710682
P+O Lloyd (N.Wales)

BCB/579/6088/FC

1987 Mercedes 0303

49 seat coach, reclining seats, seat
belts, centre toilet, continental door

1989 Volvo B10M Plaxton Paramount 3500

49/53 seat coach, reclining seats,
seatbelts, centre toilet, continental
door,

LOW DEPOSIT FINANCE AVAILABLE

**INTERESTED IN ANY OF THE
ABOVE PLEASE CONTACT**

Joanne on 0141 6397788

BCB/579/9989/FC

1994 Mercedes 811D

Dual certified for 32 seats or 24 plus two
wheelchairs, P.A.S, concealed tail-lift, bus
specification with DIPTAC features, tested
10/6/01**£18,500**

1994 Mercedes 609D
Onyx Conversion, 21 coach seats, belts,
power door, low mileage, tested 16/3/01 .
.....**£17,250**

1982 Tiger Supreme 6
51 coach seats with retractable belts,
tested 28/5/01**£7,250**

1980 Volvo B55 Ailsa Decker's
79 seats, choice of three from . . . **£2,750**

Rowe & Tudthorpe Coaches,
Kilmarnock.

Tel: 01563 525631 (Day)
07977 071466 (Eve)

BCB/579/6060/FC

AAA Coaches

**Have the following for sale due to
upgrades:-**

1992 Volvo Plaxton Excalibur, 49 seats,
full exec with Air con etc, MoT June 01,
£68,500

1988 Volvo Jonckheere P599, 51 seats,
full exec, MoT Nov 00, **£29,500.**

1988 Volvo Jonckheere P599, 49 seats,
full exec, MoT May 01, **£29,500.**

(N) reg LDV 400, 16 seater minibus,
MoT May 01, **£5,750.**

(G) reg Merc 408 minibus, new engine
20 months, MoT Aug 01, **£2800.**

1984 DAF Bova Calypso, 49 seats,
excellent recent trim, good school bus
MoT April 01. **£5500**

**All prices +VAT and ono. Please
call :- 01506 883 000**

BCB/579/6061/FC

MERCEDES WHEELCHAIR

CHOICE OF NEW & USED!
New Merc 33 bus, hi-back,
3 point belts, immediate,
10 wheelchairs.

95 Merc 709 Dialabus, up to
24 seats + tail-lift,
89 Merc 609's, 20 seats, 4
point belts, underfloor tail-lift.

Blythswood Motors
0141 221 3165

BCB/579/6155D/FC

FORECOURT

1982 MERCEDES 0303 JONCKHEERE BERMUDA, 51 seats + courier, toilet, carpet, blinds, continental door, double glazed.

1983 LEYLAND TIGER 245. PLAXTON 3500, 50 seats + courier, semi auto, white, belted.

For further information on the above Contact Chris on 0208 390 8201

BCB/579/6171/FC

'88 VOLVO DUPL. 57 recliners, Tested 4/01.

'82 VAN HOOL, 49 seat, ZF auto, toilet. Tested 3/01.

'87 VAN HOOL, 53 recliners. Tested 2/01.

Blythwood Motors (Glasgow)

0141 221 3165

BCB/579/6155G/FC

1989 VAN HOOL ALIZEE T815 320 Cummins Engine; 53 seater with 2 portable WC. Radio, PA, Double-glazed. Very good condition on a Private Plate. £38,000

1988 SCANIA K112 VAN-HOOL ALIZEE. 49 reclining seats. Centre sunken WC. Drinks machine. Double-glazed. Radio, PA. Very good condition. £36,000

1989 MERCEDES-BENZ 811. 26 seater luxury Mini-Coach. Boot back end with Radio, PA. Tinted windows. £11,500

1990 MERCEDES-BENZ 811. 33 seater service Bus. Allison auto gearbox. Double doors. Finished in White. £9,900

1983 LEYLAND TIGER 245. Plaxton Paramount 3200. 51 seater with power door. Semi-auto. Radio PA. £9,800

**TEL: 01332 767676
01332 271271**

BCB/579/7101/FC

NOV 1996 (P) MERCEDES-BENZ 709D PLAXTON BEAVER SERVICE BUS '97, DipTac spec, 27 seats, new clutch, excellent condition, supplied with full PSV £28,250 + VAT ovno **CHOICE OF TWO**

1997 (P) LDV 400 CONVOY, 16 seater, hi roof, diesel, excellent, supplied with full PSV From £7,950 + VAT ovno choice of 2

D141WCC CARLYLE II FREIGHTROVER, 20 coach seats, VGC, seat belt compliant, PSV to 1/12/2000. Including spares vehicle £1,250 + VAT ovno

G644 DSC FORD TRANSIT, 14 seater, petrol, tail lift, VGC, PSV. £1,750 + VAT ovno

Ring 0151 486 3994 from 8am - 6pm SuperTravel Minicoaches

BCB/579/6205/FC

FULL EXECUTIVE MERCEDES 814L 1996

26 reclining seats, tables, curtains, shades, toilet/ wash room, servery, boiler, fridge, courier seat, TV/video, PA, large boot, MoT Oct 2001 Immaculate condition, P/X considered.

**£36,500 + VAT
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BCB/579/6173/FC

FOR SALE DUE TO FLEET UPDATE + REPLACEMENT EMS BUS + COACH HAVE FOR SALE THE FOLLOWING

1988 FREIGHT ROVER, 20 seater, professional chassis refurb, immaculate interior/ exterior power door, Webasto, MoT Sept 01 £1750 + VAT Reduced to £1500 + VAT

2 X 1987 DODGE ALEXANDER, 23 seaters, taxed + tested in regular use, very clean + tidy inside + outside £1500 + VAT each Reduced to £1250 + VAT each

Also

1996 N REG AUTOMATIC LANDROVER DISCOVERY 2.5 TDi, white, 64,000 miles, 12 months MoT, taxed, PAS, electric windows, 7 seater, V.G.C. £9995 ONO

0151 678 1313 or 0468 205 940

BCB/579/6203/FC

Go North East
A Go-Ahead Company

Due to the delivery of new vehicles, the following are available for sale. All prices plus tyres and VAT. For further details and arrangements for viewing, please contact David Slater on 0191 388 3026.

Dennis Dart 10M Wright Bodies 1991/1992 40 seats £22,000

6 Available now and more available soon

BCB/579/6169/FC

CANTABRICA COACHES End of Season Sale

1993 Volvo B10M Berkhof Excellence 2000 HL choice of 5.

Owned and maintained by us from new. Telma, Alcoa wheels, toilet, fridge, microwave, video, 3.7 metres high, double glazed, 50 reclining Vogel seats, unique theatre floor, maintained regardless of cost.

**Contact Les Collins
01923 247444**

BCB/579/6207/FC

2 x 1990 VOLVO B10M VAN HOOLS

1 x SH, rear sunken toilet, 51 seater, May 1990 G reg

The other centre sunken demount toilet, 51/53 seats, H reg Aug 1990

Both with drinks machines, wired for video + monitors. Ext. yellow, black & white

**£49,500 each + VAT
0207 5150911**

BCB/579/6175/FC

DAF SB3000, 12 months MoT, 51 seat + courier/toilet/drinks, machine. Gearbox and rear axle recently overhauled. Ready for work. White livery. **£95,000 ono.** Very good condition.

B10M Alizee, 53 seats, remoquetted last season Mk 1, seatbelts. Ready for work, tidy motor MoT'd to 2001. **£19,000 ono**

**WHITTAKERS
PRESTON, LANCS.
01772 740022**

BCB/579/7102/FC

1993 L Reg (Sept) Plaxton 425, 53 seat exec.

Plaxton Premier interior, centre sunken toilet plus floor pan to demount to standard. Jason 601 boiler, Blaupunkt audio/video system, 11 cubic m luggage space (huge), Cummins L10 290 engine. Very powerful, 12-13mpg, Telma, new clutch, exhaust and tyres. Professionally repainted 2 pack white. Used on tours only. Immaculate. **Poss. P/ex for late model air con exec.** Contact Steve at Llew Jones International.

**01492 641300
or 07967 835663**

BCB/579/6204/FC

1995 (M) Citroen Relay Turbo 2.5 Diesel

14 str. 3 point Inertia belts. PAS e/windows, C/locking. PSV Test 03/01. Immaculate bargain.

**£4,950 + VAT ono
Ring Alec @
0151 4865111**

Home James Travel Ltd.

BCB/579/6099/FC

Mercedes Coach

98 814. 6 Cylinder

37 high back coach, belts, boot, low mileage, luxury spec, call for more details

**Blythwood Motors
0141 2213165
0141 6396107 (eves)**

BCB/579/6155F/FC

1991 OPTARE METRORIDER

31 seats Cummins/Allison, refurbished interior, excellent condition

£8,500 + VAT

1980 DAIMLER FLEETLINE

77 seats, tested, choice of 2

£2,250 + VAT each

**Tel: 01352 710682
P+O Lloyd, N.Wales**

BCB/579/6087/FC

1992 DAF 400, 16 seater, power door van conversion, high back seats, MoT Dec 2000 **£3,750 + VAT**

1996 RENAULT MASTER, 16 seater, coach rear end, power door **£8,750 + VAT**

Tel: 01502 710 999 (E.Anglia)

BCB/579/6168/FC

FORECOURT

MERCEDES 0814 CHEETAH, 1998, 32 high back seats, 3 point belts, professionally tinted windows, curtains, TV, video, radio/PA/CD player, 1 owner from new, MoT till 2001.....**£58,000 + VAT**

VOLVO B10M JONCKHEERE DEAUVILLE, 1990, H reg, 51 seats + courier, lap belts, rear sunken toilet, TV, video, Jason boiler, Blaupunkt audio system, finished white/blue, MoT till 2001**£44,000 + VAT**

MERCEDES 0814 PLAXTON SERVICE BUS, 1996, P REG, 31 seats + standees + luggage pen, fast flow entrance, air doors, drivers partition, destination with DIPTAC features, MoT**£29,000 + VAT Choice of 3**

1997 P REG SUPER LOW FLOOR DENNIS DART, 39 seats & standees, 80,000 miles, choice of 2**£58,000 Each**

Tel: 0831 864551

BCB/579/9863/FC

AEC 1979 Supreme, very rare 57 seater with belts, excellent condition inside & out, MoT Sept 2001.....**£3,250 ono**

AEC 1979 Supreme, 53 seater, plus courier seat, with belts, excellent condition inside & out, MoT Sept 2001.....**£3,250 ono**

1983 Merc 608, 19 seats with belts, good work horse, MoT'd Sept 2001**£2,100 ono**

1985 DAF 2300, Jonckheere Jubilee, 49 reclining seats + courier with belts, rear toilet, TV + video, drinks, drivers bunk, continental door. Too many new parts to list. **£22,250 no reasonable offer refused.**

Sale due to reorganisation of business.

Tel: 01709 553403

BCB/579/6045/FC

1982 LEYLAND TIGER SUPREME 5, 53 seat S.A. Express door, seat belted, MoT to Aug 2001.

.....**£5,500 ono**

VOLVO B58 PRIVATE PLATE SUPREME 4, 53 seats, power door, seat belted, MoT to May 2001.

£4,500 ono or both for £8,500

Tel: Central Scotland

01236 763671

BCB/579/9889/FC

16 seats + Driver PSV

Mercedes Sprinters

new single wheel, double wheel, no boot, with boot, Auto or Manual, Forced Air or Air con. CDi engines.

Leyland Convoy

choice of 7, from '95, 97, 98, 98's'. New bargains now. p/x welcome.

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1985 DAF SB2300 DHTD Plaxton 3200

57 seats, owned since new, 560,000 kms. All white exterior, brown & tan interior. V.G.C. MoT March 2001 **£15,000 + VAT ONO**

1984 Leyland Tiger

New semi auto gearbox just fitted, Duple Laser I, 57 seats, owned since new, all white exterior - resprayed March 2000. Brown interior. MoT March 2001 ... **£8,000 + VAT ONO**

1984 Leyland Tiger

Manual gearbox. Plaxton 3500, 55 seats, recent retrim in graffiti moquette red & grey ext. MoT May 2001. V.G.C **£9,000 + VAT ONO**

1983 Leyland Tiger

S/A gearbox. Plaxton 3500. 55 seats, red + grey exterior, brown + tan interior, MoT May 2001. V.G.C **£8,000 + VAT ONO**

TEL: BOWAN'S COACHES (MULL) LTD

01680 812313 (Scotland)

BCB/579/6139/FC



FILE PHOTO

Mercedes 709
29 seater, seat belts fitted, 1993

Power steering, power door, 5 Speed Manual, excellent condition, long tax & test

Go straight to work

£12,500 + VAT ovno

Choice of 2

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RATIONALE 290 BHP (MERCEDES ENGINE), 53 RECLINERS PLUS COURIER SEAT, ABS BRAKES, VOITH RETARDER, WEBASTO, SOLD WITH A NEW M.O.T. EXTERIOR SILVER, INT. GREY WITH PINK/RED STRIPE (AVAILABLE FROM 17/12/00)

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Service Buses, Plaxton Beaver bodies, long test

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01226 727 769 (days)

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BCB/579/6014/FC

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Or with new test **£8,250**



1988 Volvo Ikarus, from our own fleet, 53/49 + demountable toilet **£28,500**



1 x J reg Optare Metrorider, 33 seats, long test **£9,250**

1 x H reg Merc 709, 27 seats, arriving this week **£6,750**

DAF Duple 340 1988, 53 seats, full Exec, new retrim, toilet, TV/video etc, tested to 6/2001
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7 x Leyland National II C Reg, Direct from Brighton & Hove, the very last Nationals built with Gardner engines recent retrims and tested to 2001. These are the nicest Nationals you will ever see!!
£8,250 each discounts for bulk purchase



1 only direct from Brighton & Hove
E Reg Gardner engine, retrimmed and long test
£13,750



1 x Brighton VR, W reg, sold for preservation and now unexpectedly on the market. Be quick or it will be gone.

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MODERN HIGH QUALITY EXECUTIVE COACHES – TREMENDOUS VALUE

1995 DENNIS JAVELIN GX290 Plaxton Premier 49-seat executive coaches, ZF fully automatic gearboxes, can be ordered with our refurbishment package, to include retrimmed interior in your choice of moquette, toilet, full servery, fridge and video package, plus new MoT and a respray in your livery. Choice of two excellent vehicles which are **PRICED TO SELL!** Phone now for further details – priced far below other dealers from under £60,000 depending on whether we refurbish and to which level



MODERN BUS – BARGAIN PRICE!!!!

1995 M OPTARE VECTA, 42-seat buses, MAN engines and ZF fully automatic gearboxes, excellent floor and step layout, red moquette interior, one owner from new, exceptional vehicles, priced to sell, first vehicle now in stock, priced at just ... £34,995 fully prepared.

TOP OF THE RANGE DAF VAN HOOL!!!

1992 (PP but would be J) DAF SB3000 (11.6 litre with massive power) Van Hool Alizee H, 49 seat executive coach, centre sunken toilet, ZF 6 speed manual gearbox, continental door, available now, can be refurbished to your specification with retrimmed interior, new MoT and finished in your livery, incredible value at just £57,995, fully prepared – or buy prior to refurbishment with a massive discount!!!!

1986 (PP but would be C reg), LEYLAND TIGER DUPLÉ 320, 53 seat coach, express doors, being fully refurbished with retrimmed interior (order now to choose from our wide choice of moquette), new MoT and repanel, will reseat to 57 if required, one only at just £15,995 fully prepared – or huge reduction if sold as seen with current MoT.



A HUGE CHOICE OF VOLVO B10Ms at exceptional prices!!!! All in stock NOW!!!!

1989 F VOLVO B110M DUPLÉ 320, 57-seat coach, attractive brown interior, reclining seats, manual gearbox, radio/cassette, courier seat, compliant seat-belts, price includes new MoT and respray in any one colour, £21,995 – or £17,995 as seen.

1998 E VOLVO B10M DUPLÉ 340, 51-seat executive coach, attractive grey/red centre pattern interior, rear sunken toilet, continental door, white exterior, excellent specification and top value at just £19,995 fully prepared in your livery, huge discount if sold as seen.



1987 D VOLVO B10M PLAXTON PARAMOUNT III 3200, 49-seat coach, now being prepared, retrimmed in brown Holdsworth graffiti moquette, reclining seats, rear outside floor level toilet, compliant seat-belts, radio/pa, armrests, curtains, extremely clean condition, excellent value at only £19,995 with new MoT.



1985 (PP but would be B) VOLVO B10M Lag GALAXY, 49-seat coach. Now in stock, current MoT, fitted to executive specification with continental door, retrimmed interior in Holdsworth Rainbow moquette, servery and toilet, excellent interior, bodywork and structure in excellent condition with superb stretch panels, seat-belt complaint, MoT March 2001, exceptional value at just £9,995 as seen with long MoT.



1983 Y VOLVO B10M DUPLÉ DOMINANT SDIV, 53 seat coaches, manual gearboxes, will be able to retrim (in your livery) and upseat to 57 if required, compliant seat belts, choice of two identical machines, from the batch new to Shearings, exceptional value, due in this week, stunning value from just £5,995 each.

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Tel: 01733 311008 BCB/579/9990/BED

BOVA

BOVA FUTURA 1988, 49 seater exec, good all round condition, reliable workhorse, recent MoT, bargain offer £29,000 + VAT. Tel: 01665 720907. BCB/579/9898/BV

1982 BOVA EUROPA, 51 seats, just resprayed, 12 months MoT, looks & drives very well, £5,500 ono. Tel: 01625 614902 or 07946 416623. BCB/579/6073/BV

BRISTOL

WANTED, LHS rear brake drums, old stock or good used. Also any other unwanted LHS parts. NEW CONNEXION TRAVEL, TYNESIDE. Please phone on 0831 394927 anytime. BCB/579/6082/BR

DAF

DAF LAG GALAXY 83, 53 seats, MoT June 2001, ex. con., white, £16,000 + VAT. Tel: 01736 350137. BCB/579/6071/DA

DENNIS

1996 DENNIS JAVELIN/UVG - 10m, 47 fully belted seats, MoT May 2001, taxed, Webasto heating, vgc, green, 136,000 kms. £45,000 + VAT. Tel: 0117 9710251. BCB/579/6158/DE

DENNIS/PLAXTON, MPD, 10.7 POINTER II AND SPD, new and recent used for HIRE OR SALE. Dawsonrentals Bus & Coach Ltd 01908 218111. BCB/579/6541/DE

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DAF DOUBLE DECKER COACH 1988 REPAIRED, PAINTED, 74 RECLINERS, 6 speed ZF, d/glazed, tints, 2 courier seats, bunk & fridge, hot water, tables, offers, with or without test. PLUS 89 DAF ALGARVE B10, low miles, full exec, 10.6 engine, 6 speed ZF. P/x considered. Blythwood Motors 0141 221 3165. 7 years finance. BCB/579/6154G/DD

1986 SETRA DOUBLE DECKER,

74 seats, full 12 months test, remoquetted 6 months ago, tidy vehicle, owner driven for 3 years, lots of money spent on this vehicle, poss p/ex
£36,000 ono
Work available if required.
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BCB/579/6050/DD

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FORD TRANSIT TAXIBUS, 8 seats + driver + wheelchair + luggage. New & used in stock now. Merc 8 seat Vito. 8 seat Sprinter. Blythwood Motors, Glasgow. P/x welcome. 0141 221 3165. BCB/579/6154J/FO

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12 Berth, 2 lounges, toilet/washroom, fully equipped kitchen, 240volt power, very high spec,

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LEYLAND

1984 PP LEYLAND ROYAL TIGER DOYEN, 49 seats + courier, taxed + 10 months MoT, seat belt certified ready for road. Excellent condition. **£4,500 ono Tel: 01824 750267**

BCB/579/6097/LE

LEYLAND LEOPARD WILLOW-BROOK WARRIOR SERVICE BUS, 54 + 12 standees, certified seat belts, long test, taxed, used daily, **£3,250 ono + VAT. 01538 754444 or 0468 430 780.**

BCB/579/9899/LE

1982 LEYLAND LEOPARD DUPE, 57 seats and belts, MoT June 2001, **£3,250. 1977 LEYLAND LEOPARD DUPE**, 53 seats and belts, MoT July 2001, **£2,250. Excellent contract vehicles. Congleton 01260 273215.**

BCB/579/9880/LE

1990 (H) LEYLAND TIGER PLAXTON PARAMOUNT 321, 53 reclining seats, **£29,000 Mobile No: 0831 828507**

BCB/579/6090/LE

LEOPARD DOMI 2, 1977, MoT April 01, 12m, 57 seats, good condition, **£2,000 + VAT. 01538 832 121**

BCB/579/6066/LE

MCW

48 SEATER METRO LINER COACH, MoT May 2001, seats recovered in graffiti, rear toilet, **£12,000 + VAT ONO Tel: 0151 4309750**

BCB/579/6034/MCW

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LDV CONVOY H/ROOF PAS, LUX SPEC MINICOACH

16 high back M2 seats on tracking, soft trim, 3 point inertia belts with certificate, tinted windows, parcel racks, quad vent, rear heater, front entrance lowered step, radio cassette with 8 speakers, 4 interior lights with dim facility, side impact bars fitted, COIF



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MERCEDES 16 SEATERS + DRIVER. PSV, Merc Sprinters New single wheel, double boot, auto or manual, forced air or air cond. All CDI engines + Leyland Convoy. Choice of 8 from '95 to '99. And new bargains. **Blythwood Motors (Glasgow) 0141 221 3165**

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1990 Transit 190 LWB Dormobile coach

20 high back seats, 3 point belts, owned from new, MoT April 2001

£3,750

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or 01422 348415 (eve & w/ends)

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Unused 12 seater since New Conversion **£9,250 + VAT**

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'96 PEUGEOT BOXER 2.5D, 16 seater minibus, tail-lift, side step, wheelchair accessible, 3 point belts, tracking, crash seats, COIF, taxed, tested, excellent condition, **£6,000 + VAT. 01225 355729 Tel/Fax (West Country).**

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L LDV 2 LT DIESEL. Dec 1993. 8-seat conversion, F/entry, H/back seats, lap belts, white, MoT Aug 2001 **£2,500**
L LDV 2 LT DIESEL. Sept 1993. 8-seat conversion. F/entry, H/back Transit seats, lap belts, white, MoT July 2001 **£2,750**
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K TRANSIT, 150 POP LWB. 2.5 Di Diesel. Oct 1992, 12 seat conversion, F/entry, H/back moquette seats, lap + diagonal belts, white, C.O.I.F. & MoT Nov 2000 **£4,250**

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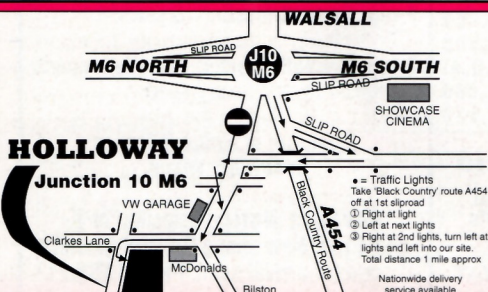
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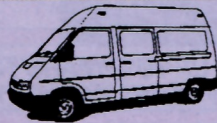
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1994 M MERCEDES BEAVER, 33 coach seats coachspec
1993 (L) MERCEDES 410, 16 seats

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1980 (V) VOLVO B58 SUPREME IV, S/A 11m, 53 seats, MoT 1/01 £3,450



1986 (C) VOLVO B10M CAETANO ALGARVE 3.4, low driver, 53 good seats, excellent bodywork, MoT 8/2001 £19,950



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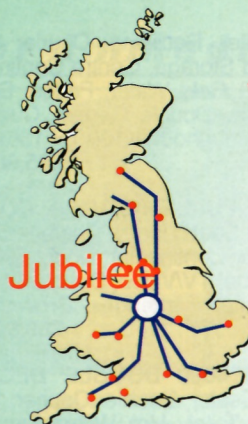
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1990 SCANIA K113 PLAXTON 4000 DOUBLE DECKER COACH, 67 Seater, Reclining Seats, Double Courier Seat, Drivers Bunk, Continental Door, Toilet, Hot Water Facilities, TV/Video Facility, Curtains, Exterior White, (JIL/TH/13356)£62,500.00

1988 DAF SB3000 PLAXTON 4000 DOUBLE DECKER COACH, 72 seater, reclining seats, double courier seat, drivers bunk, tables, overhead storage, centre continental door, stairway toilet, hot water facility, fridge, TV/video, c/w monitors, double glazed, Exterior white, Interior (14480/TH/IIL)£35,000.00

1987 SCANIA K112 PLAXTON 4000 DOUBLE DECKER COACH, 67 Seater, reclining seats, double courier seat, drivers bunk, continental door, toilet, hot water facilities, TV + Video facility, curtains, exterior white (JIL/TH/13356)£30,000.00

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1989 DAF CAETANO ALGARVE EXECUTIVE COACH, 49 Seater Coach, Reclining Seats, Courier Seat, Foot Rests, Overhead Storage, Continental Door, Sunken Centre Toilet, Drinks Machine, TV/Video, Double Glazed, Curtains, Exterior White, Interior Grey with Red/Orange, Condition good (G904/SL/11761)£25,000.00

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1987 VOLVO PLAXTON PARAMOUNT 3200 COACH 48 Seater, Reclining Seats, Inertia Seatbelts, Overhead Storage, Rear Toilet, Volvo B10 Chassis, Air Volvo Plaxton Paramount Suspension, Exterior White, Interior Brown/Multi, Condition Good/Average (D996/SL/12949)£22,500.00

1983 MAN VAN HOOL ACRON COACH, 49 Seater, Full Executive Specification, Courier Seat, Inertia Seatbelts, Tables, Cup Holders, Foot Rests, Overhead Storage, Centre Continental Door, Sunken Centre Toilet, Fridge, TV/Video Facility, Double Glazed, Curtains, Exterior Recently Painted White, Interior Blue/Grey, (NIL/WP/13878)£22,500.00

1986 VOLVO B10M CAETANO ALGARVE COACH 49 Seater, Reclining Seats, Courier Seat, Seatbelts, Foot Rests, Overhead Storage, Centre Continental Door, Sunken Centre Toilet, Hot Water Facility, TV & Video, Curtains, Exterior White, Interior Grey/Multi, Condition Good/Average (HSV/SL/12949)£18,500.00

1983 LEYLAND TIGER PLAXTON 49 Reclining Seats, Seat Belts, Footrests, Magazine Nets, Overhead Storage, Continental Door, Toilet, Hot And Cold Water, Double Glazed, TV, Green/Black Interior, White Exterior, Good Condition (HKP/SL/13408)£12,500.00

1987 BEDFORD YNV CAETANO COACH 53 Seater, Reclining Seats, Seatbelts, Foot Rests, Overhead Storage, Rear Continental Door, Wiring for TV/Video, Exterior White, Interior Brown (MIL/SL/13745)£10,000.00

1983 DAF MB2000 LAG GALAXY COACH 49 Seater, Courier Seat, Seatbelts, Overhead Storage, Rear Continental Door, Sunken Rear Toilet, Curtains, Exterior White, Interior Grey/Green, Condition Average (XX1/SL/12243)£10,000.00

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1984 VOLVO B10M PLAXTON PARAMOUNT, 49 seater, reclining seats, courier seat, lap belts, tables at front, foot rests, overhead storage, centre continental door, sunken centre toilet, hot & cold water, fridge, TV monitor, double glazed, roller blinds. Interior grey, exterior green (13588/SL/GSU) POA

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BOVA

1996 BOVA FUTURA FHD

49 reclining seats, courier seat, seat belts, centre sunken toilet, continental door, double glazing, air conditioning, fridge, drinks machine. Interior – grey/multi. Exterior – white/green/red. MoT April 2001.

1993 BOVA FUTURA FHD

49 re-trimmed reclining seats, courier seat, centre sunken toilet, centre continental door, drinks machine, fridge, double glazed, monitor. Interior – Brown/multi. Exterior – White. MoT June 2001.

1990 BOVA FUTURA FHD

49 re-trimmed reclining seats, courier seat, centre sunken toilet, continental door, drinks machine, double glazed. Interior – Brown/multi. Exterior – white. MoT Jan 2001.

1986 BOVA FUTURA FLD

53 reclining seats, courier seat, seat belts, double glazing. Interior – brown. Exterior – white/orange. MoT June 2001.

VOLVO

1996 VOLVO B9M VAN HOOL ALIZEE, 38 reclining seats, rear floor level toilet, interior red/grey, exterior white, MoT May 2001

1994 VOLVO B10M VAN HOOL ALIZEE

48 reclining seats, courier seat, seat belts, rear sunken toilet, rear continental door, drinks machine, aircraft type lockers, air conditioning, double glazing, blinds to side windows. Telma Retarder. Interior – brown/orange. Exterior – white.

1990 VOLVO B10M JONCKHEERE DEAUVILLE

51 re-trimmed reclining seats, courier seat, seat belts, wired for TV/video, double glazed, curtains, rear sunken toilet, rear continental door, drinks machine. Interior – Grey/red. Exterior – re-sprayed white. MoT July 2001.

1990 VOLVO B10M VAN HOOL ALIZEE

49 reclining seats, courier seat, seat belts, centre sunken toilet, continental door, fridge, water boiler, double glazed, blinds to side windows. Interior – Brown. Exterior – Re-sprayed white. MoT.

1989 VOLVO B10M VAN HOOL ALIZEE

51 reclining seats, courier seat, seat belts, centre sunken toilet, continental door, single glazed, curtains, drinks, video and 2X monitors. Interior – Brown/multi. Exterior – White. MoT July 2001.

1989 VOLVO B10M CAETANO ALGARVE (LOW DRIVER)

53 reclining seats, courier seat, seat belts, curtains, centre continental door. Interior – Brown. Exterior – Re-sprayed white. MoT February 2001.

1988 VOLVO B10M PLAXTON PARAMOUNT 3500

53 reclining seats, courier seat, in-swing power door, blinds to side windows. Interior – red/brown. Exterior – white. MoT May 2001.

1981 VOLVO B58 VIEWMASTER

53 seats, seat belts, in-swing power door, radio. Interior – red. Exterior – white/purple. MoT August 2001.

DAF

1993 DAF SB3000 CAETANO ALGARVE

49 reclining seats, courier seat, centre sunken toilet, continental door, double glazing, water boiler, video & monitor. Interior – grey/red. Exterior – white. MoT March 2001.

1989 DAF SB 2300 JONCKHEERE DEAUVILLE

51 reclining seats, courier seat, seat belts, centre sunken toilet, centre continental door, double glazed, curtains, drinks, fridge, in-swing entrance door. Interior – Grey. Exterior – White/blue/grey.

1989 DAF MB230 PLAXTON PARAMOUNT 3500

51 reclining seats, seat belts, rear sunken toilet, rear continental door, curtains. Interior – grey/red. Exterior – Re-sprayed white/brown. MoT November 2000.

1988 DAF LAG PANORAMIC

49 reclining seats, courier seat, seat belts, centre sunken toilet, continental door, water boiler, Telma, double glazed, curtains, wired for monitor & video. Interior – grey. Exterior – white. MoT June 2001.

1988 DAF MB CAETANO ALGARVE

51 re-trimmed reclining seats, courier seat, seat belts, rear sunken toilet, continental door. Interior – red. Exterior – light brown.

SCANIA

1994 SCANIA K113 BERKHOF EXCELLENCE 2000

51 reclining seats, courier seat, seat belts, centre sunken toilet, centre continental door, double glazed, curtains, fridge, drivers bunk, Telma, video & 2 monitors, webasto. Interior – grey/multi. Exterior – white. MoT May 2001.

1992 SCANIA K113 BERKHOF EXCELLENCE 2000

51 reclining seats, courier seat, seat belts, centre sunken toilet, continental door, double glazing, curtains, drivers bunk, fridge, video & 2 monitors. Interior – grey/red. Exterior – white/orange. MoT March 2001.

MINI-MIDI

1994 MERCEDES 709D MARSHAL

21 seats, 11 standees, radio, power entrance door, luggage compartment. Interior – brown. Exterior – cream. MoT September 2000.

OTHERS

1988 VAN HOOL ALIZEE T815

51 reclining seats, courier seat, seat belts, centre sunken toilet, centre continental door, double glazed, curtains, drinks machine, telma, video & monitor. Interior – grey/red. Exterior – white. MoT March 2001.

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1984 BOVA EUROPA, 53 seater

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1984 MAN Alicron, 49 seater.....£23,500

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1997 Iveco Eurorider 350 BHP Beulas Stergo e, 49 reclining seats, courier seat, centre toilet, continental door, air conditioning and double glazing.

1997 Volvo B10M Jonckheere Mistral, 51 reclining seats, courier seat, centre toilet, continental door, air conditioning.

1996 (August) Iveco Eurorider 350 BHP Beulas Stergo e, 49 reclining seats and courier seat, air conditioning, double glazing, centre toilet, continental door.

1996 Scania K113 CRB Van Hool, 49 reclining seats, centre toilet, continental door, easy shift gearbox.

1995 Scania K93 Berkhof, 55 reclining seats and courier seat and continental door.

1994 Volvo B10M Mk4 Caetano Algarve, 49 reclining seats and courier seat, centre sunken toilet, continental door, double glazing.

1994 Neoplan N116 Cityliner MAN, 32 reclining seats and courier seat, rear toilet and fridge.

1993 DAF SB 3000 Caetano Algarve, 55 reclining seats and courier seat, continental door.

1992 Scania K93 ZF Auto Plaxton Premiere 3200. 55 reclining seats.

1992 Scania K93 ZF Auto Plaxton Premiere 3200. 53 reclining seats.

1991 T815 Van Hool Alizee, 53 reclining seats, courier seat, continental door, toilet complete but dismantled, webasto.

1990 Volvo B10M Plaxton Paramount, 51 reclining seats, courier seat, nearside rear saloon toilet, continental door.

1990 Volvo B10M Mk III, Plaxton Paramount 3500, 51 reclining seats and courier seat, toilet and continental door. Curtains to side windows.

1989 Scania K92 Duple 320 SL. 55 seater.

1989 Volvo B10M Plaxton Paramount 3500, 51 reclining seats, centre sunken toilet, continental door.

1989 Leyland Tiger Plaxton Paramount 3500 Cummins L10, 49 reclining seats, courier seat, rear toilet, webasto and rear continental door.

1988 DAF MB 230 Van Hool, 53 reclining seats, courier seat, continental door.

1988 Leyland Tiger 260 Plaxton Paramount 3200, 53 reclining seats.

1988 T815 Van Hool Alizee, 49 reclining seats and courier seat, rear toilet.

1988 DAF SB3000 LAG Panoramic, 49 reclining seats and courier seat, continental door, toilet.

1988 Leyland Tiger Plaxton Paramount 3500, 49 reclining seats and courier seat, rear toilet, Webasto, rear continental door.

1986 Volvo B10M Caetano Algarve, 49 reclining seats, courier seat, toilet, continental door.

1986 Leyland Royal Tiger, Volvo engine, Plaxton Paramount 3500, 49 reclining seats, courier seat, toilet, continental door.

1986 DAF MB200 Duple Caribbean, 53 reclining seats.

1985 Leyland Tiger 245 Duple Laser, 57 seater. All white exterior.

1985 (Oct) DAF SB2300 Plaxton Paramount 3200, 57 seats, recent re-trim.

1985 DAF MB200 Duple Caribbean, 46 reclining seats and courier seat. Rear toilet and continental door

1984 Leyland Tiger 245 Duple Caribbean, 53 reclining seats, continental door.

1984 DAF SB2300 Jonckheere Jubilee P50, 53 reclining seats and courier seat.

1983 Leyland Tiger Plaxton Paramount, 57 seater.

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1997 Iveco ECO-3, 35 seater, air conditioning, radio/cassette.

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1987 Iveco 315 Caetano, 28 reclining seats and courier seat.

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1982 VOLVO B10M PADANE, 49 reclining seats, toilet, continental door. Interior - Brown. Exterior - Cream/red. £3,000.00

1982 BOVA EUROPA, 51 seats. Interior - Brown. Exterior - White. MoT December 2000. £3,500.00

1979 FORD PLAXTON SUPREME, 35 seats, power door. Interior - Autumn Tint. Exterior - Blue/white. MoT Sept 2000. £1,750.00

1982 BEDFORD YNT DUPE DOMINANT IV, 53 seats, express doors. Interior - Blue/brown. Exterior - White/orange. £850.00

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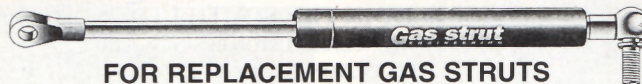
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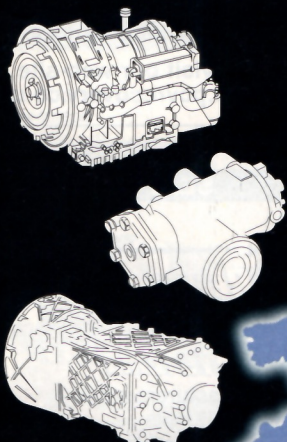
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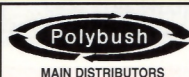
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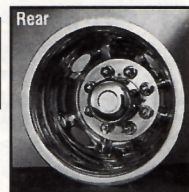


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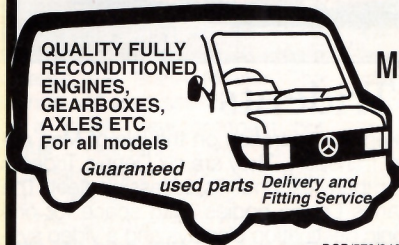
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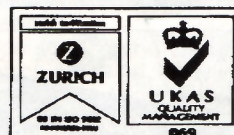
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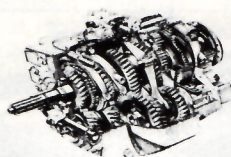
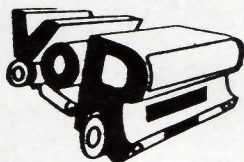


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Logans improved Cheetah

The Cheetah, has been upgraded with revisions to the interior. Along with the same full-length overhead luggage racks as fitted to the full-size Paragon and Panther models, an improved floor covering is also carried over from Paragon and Panther. Externally the Cheetah remains unchanged, but the side locker doors have been given larger, easier to use handles, and battery access has been simplified with the adoption of a slide-out carrier, behind the front offside wheels. This example has been delivered to Logans Coaches in Northern Ireland.



Diamond Holidays takes a further two EuroRiders

Swansea based Diamond Holidays, has taken delivery of a further two Iveco EuroRider with Beulas Stergo 'E luxury coachwork, one of which will be used by Swansea City AFC. The coaches differ in that one has 48 Vogel Astra seats whilst the other has Vogel Eco 3s. Both are fitted with a rear servery, rear toilet, hot water dispenser and fridge, as well as a video and monitor, climate control system and double-glazing.



Manx Dennis Tridents

The first low-floor double-deckers for operation on the Isle of Man are now in service with Isle of Man Transport. They are six Dennis Tridents and join 25 Dart SLFs as the company expands its accessible fleet. The Tridents have 72 seat East Lancs Lolyne bodies, with space for one wheelchair, and feature electronic destination displays and a video system which monitors the top deck, acting as a reverse camera when reverse gear is engaged. Does the vehicle alongside meet Euro 3 emissions?



Alec Head Marcopolo

Peterborough operator, Alec Head (Reliance Coaches) is operating a Dennis Javelin GX with Marcopolo Continental 340 coachwork. The coach has 53 Fainsa Gaudi reclining seats, courier seat, double glazed side windows and the latest Ricon wheelchair lift fitted into the nearside rear of the coach. There is Unwin wheelchair tracking to the nearside and each of the seat mountings has been adapted to suit the tracking giving flexibility with the seating and wheelchair carrying capacity.



Multiple Sclerosis Mellor

Mellor has supplied a Mercedes 814D Vario to the Multiple Sclerosis Society's Brambles Respite Centre in Horley, Surrey. The vehicle, which complies with M2, has seating for up to eight passengers on Richards & Shaw seating. The seats, being demountable on Mellordec tracking, allow up to six wheelchair positions, and an internally mounted Ricon Clearway tail lift at the rear.

Fleetlogger from VDO Kienzle

VDO Kienzle's Fleetlogger is an on-board vehicle activity and driver-monitoring device that provides the fleet operator with management information aimed at helping reduce the costs of operation. In conjunction with its analytical software, Fleetlogger can be used to identify ways to increase vehicle utilisation, improve driver productivity and reduce vehicle abuse.

The Fleetlogger is a small (12 x 8 x 3cm) electronic unit located in the vehicle's interior which monitors and stores data from a variety of input sources. At the beginning of a journey the driver initiates the system by plugging into the unit a data tag key, (also known as a 'Dallas' key). This key can be either affixed to a key-fob or, in instances where operator identification is required, to a driver-ID card.

At the end of the period of operation, the information recorded is downloaded via the data tag to the system's own Windows-compatible PC software. This generates detailed reports covering business/private mileage, vehicle utilisation and vehicle abuse/accident analysis.

Also new from VDO Kienzle UK Limited is a fleet management product called the FM200. The system is aimed at all vehicle fleet operators and offers a range of benefits specifically designed to enhance operating efficiency, thereby assisting to reduce overall transportation costs.

'The FM200 is one of the most versatile and cost-effective fleet management tools available today,' says Dave Thomas, VDO Kienzle UK's Commercial Manager (Fleet Systems). 'It enables the fleet manager to know precisely what his vehicles and drivers are doing and when they are doing it, as well as identifying areas of wastage in his operation that need to be addressed.'

The UK recommended retail price of the FM200, including both blue and green data keys, is £495.00. The FM Terminal is £295.00 and the FM2000 software is £499.00. A system of downloading information from the FM200 dynamically over the GSM telephone network is currently being piloted and is scheduled to be introduced imminently.

ALTO's compact steam cleaner

Global cleaning company ALTO is poised to launch an enhanced version of its compact steam cleaner, the 30HA Master. The launch will also see the addition of a totally new compact hot water machine, the 30HA Standard which is the entry level unit in the ALTO range.

The new machines deliver 570 litres per hour and 145 bar from the 240 volt units, and 670 litres per hour and 160 bar from the three phase version. They are

designed for the light user (up to two hours use per day) and offer a low cost cleaning solution for many automotive and industrial applications. The revised range is the first to be introduced since the integration of ALTO and WAP and combines the two companies' technologies.

Alto Cleaning Systems (UK) Ltd, Bowerbank Way, Gilwilly Industrial Estate, Penrith, Cumbria CA11 9BN, Tel 01768 869346, fax 01768 899300.



ALTO's pressure washers can be used for a wide range of applications.

Crest opts for Peters

Crest Coach Conversions has selected the new Plug Door system from Peters Door Systems for its latest Mercedes coach conversions. Doncaster based Crest specialises in high quality van conversions. The first vehicle to be delivered with the new Peters Plug Door fitted by Crest is a conversion on a Mercedes 614

Vario for X registered delivery.

Norman Davidson, Director of Braintree, Essex based Peters Door Systems says, 'With Crest and Mellor both taking substantial deliveries of our new Plug Door we can be confident that the product is right for both the van conversion and the coachbuilt bus market.'



Crest Coach Conversions is using Peters Door Systems' new plug door.

Avery Anti-graffiti Film

A quick wash with a conventional graffiti cleaning fluid is all that is required to remove all traces of spray-can graffiti from body surfaces protected by Avery Anti-graffiti Film, claim Avery. The film - part of the Avery Bodyguard range of professional self-adhesive products for the public transport industry - was launched at the Avery Dennison Graphics Division stand at Innotrans 2000 (12-15 September, Berlin Messe, Germany).

Avery Dennison claim that with their Anti-graffiti Film, no

scouring or heavy rubbing is needed to return protected bodywork to its original condition, so graffiti removal can become part of the standard cleaning procedure, rather than a major renovation exercise. The film is available with either a high-gloss or matt finish and with a permanent-grade pressure-sensitive acrylic adhesive.

Contact Avery Dennison Graphics division, Unit 16, Thomas Road, Wooburn Green, Bucks. HP10 0PE, tel 01628 764160, fax 01628 764065.

Octar video recorder

Octar Transport is a high-quality digital video recorder for use on buses, trains, trucks, ships and other forms of transport. It is an adaptation of the successful Octar 2000 system, widely used in general CCTV applications. Octar Transport is a ruggedised unit, which is fully automatic and records onto a removable disk. The system can record in both time-lapse and/or alarm-triggered mode. The unit is installed in the vehicle and only requires connection to power (usually 24V DC) and up to four colour or monochrome cameras. Octar claims benefits such as very high image quality, variable frame recording

rates per camera, and robust operation. For replay of recordings, the removable disk is slotted into a standard desktop PC running Windows.

Octar provides all the usual features of time-lapse recording, but claims significant added benefits due to the flexibility and power of the system. For example, more important cameras can record at higher frame rates than others, or can be triggered to do so by an external alarm input.

Visual Management Systems Ltd, Tel: 01724 407500, Fax: 01724 407501, e-mail enquires@regard.co.uk



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59 Seater, Tinted Side Windows
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49 Recliners, Centre Sunken Toilet, Double Glazed Side Windows
£39,950

1990 DAF MB230 PLAXTON PARAMOUNT 3500

49 Recliners, Rear Sunken Toilet, Double Glazed Tinted Side Windows
£39,950

1990 DAF SB3000 PLAXTON PARA- MOUNT 3500

53 Recliners, Double Glazed Tinted Windows
£45,000

1990 DAF MB230 VANHOOL ALIZEE H

51 Recliners, Centre Sunken Toilet, Tinted Side Windows
£47,000

1990 DAF SB2305 DHTD DUPLÉ 320 SL

57 Recliners, Tinted Side Windows
£39,500

1992 DAF SB2305 PLAXTON PARA- MOUNT 3200 LOW DRIVER

55 Recliners, Centre Continental Door, Double Glazed Tinted Side Windows
£49,500

1993 SETRA S215HD MAN

Powered Engine, 49 Recliners, Centre Sunken Toilet, Double Glazed Tinted Side Windows, Air Conditioning
£65,000

1994 EOS 90

51 Recliners, Rear Saloon Toilet, Double Glazed Tinted Side Windows
£95,000

1994 DAF SB3000 KS VANHOOL ALIZEE H

51 Recliners, Centre Sunken Toilet, Double Glazed Tinted Side Windows
£95,000

1994 EOS 90

49 Recliners, Rear Saloon Toilet, Double Glazed Tinted Side Windows, Air Con.
£90,000

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49 Recliners, Centre Sunken Toilet, Double Glazed Tinted Side Windows,
£89,500

1996 DAF SB3000 350 IKARUS

55 Recliners, Double Glazed Tinted Side Windows
£75,000

1996 DAF SB3000 350 IKARUS

51 Recliners, Rear Saloon Toilet, Double Glazed Tinted Side Windows
£89,500

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